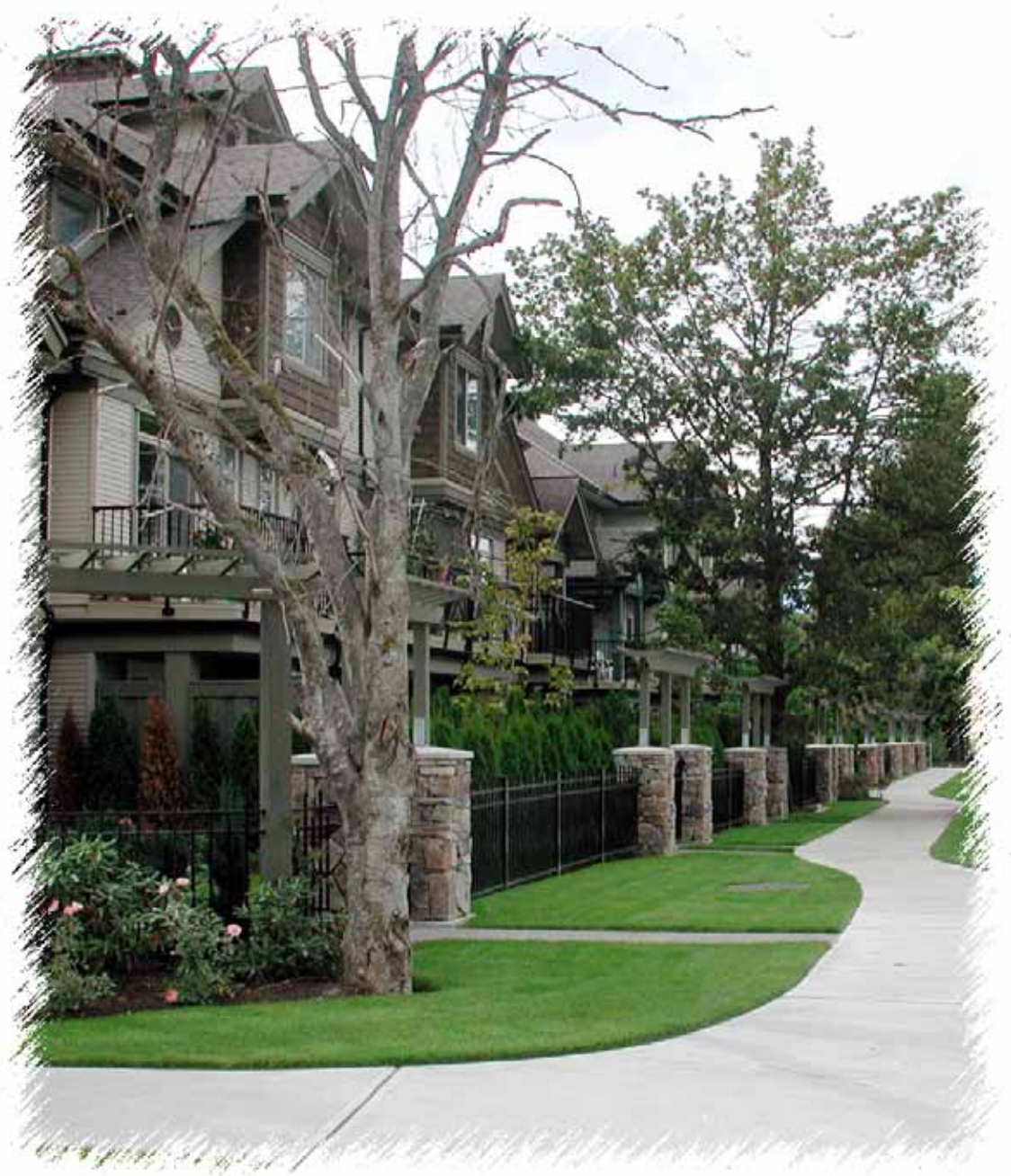


Richmond Official Community Plan

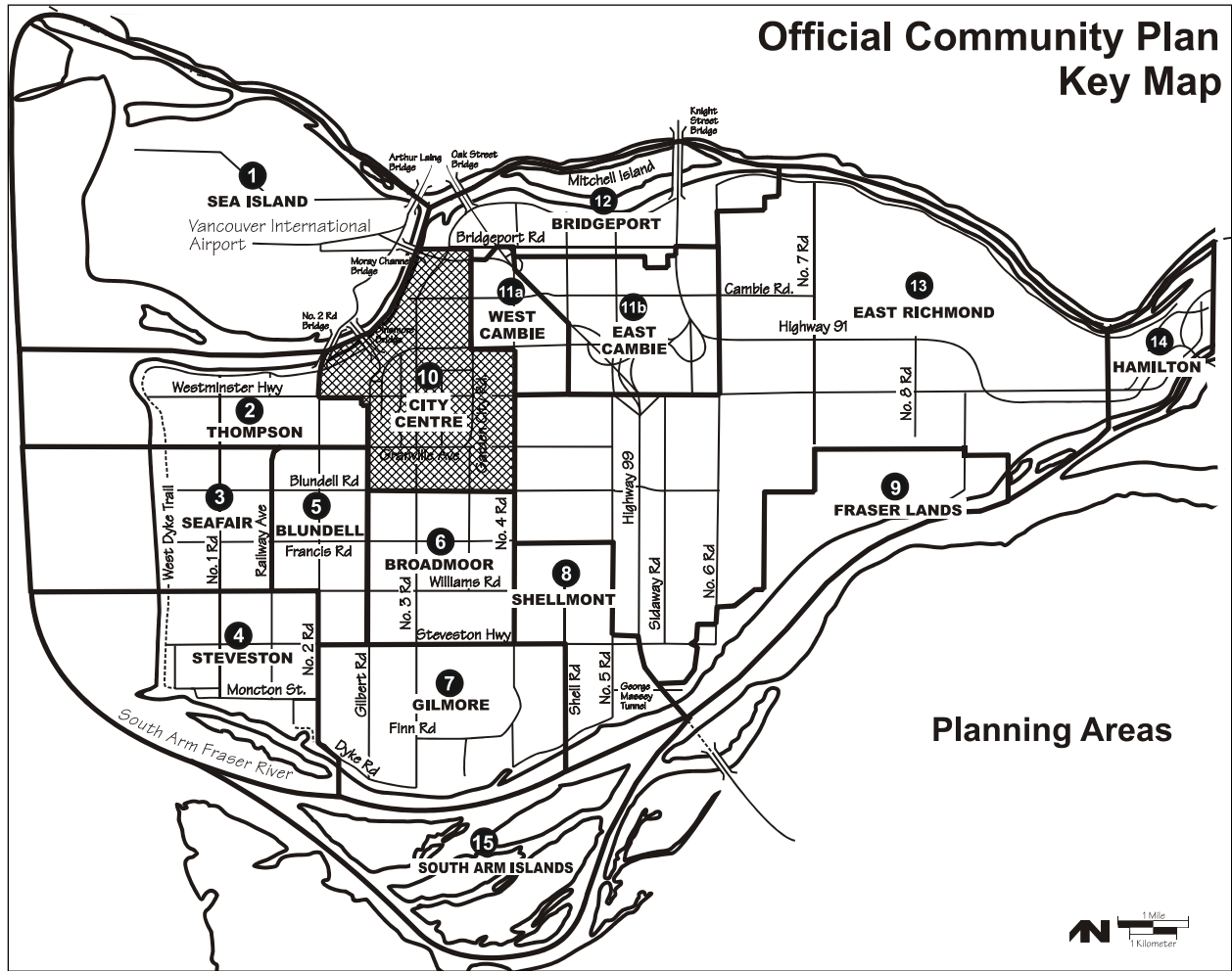


City of Richmond

CITY CENTRE AREA McLENNAN NORTH SUB-AREA PLAN Bylaw 7100 Schedule 2.10C



KEY MAP



PLAN AREA MAP

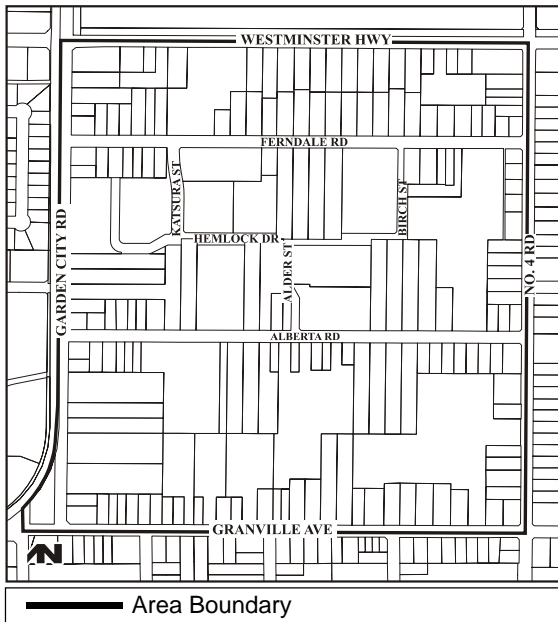


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PLAN INTERPRETATION

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 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 or Sub-Area Plan Land Use Maps, the Sub-Area or 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

Schedule 1 of the Official Community Plan (OCP) contains a definitions section which applies to the entire OCP. Appendix 1 contains definitions that apply to this area plan only.

1.0 PLAN OVERVIEW

1.1 PURPOSE

The McLennan North Sub-Area is one of five medium-density residential neighbourhoods in the Southeast District of the City Centre. This plan applies to the area shown on the Plan Area Map, and provides the vision, goals, objectives, policies and guidelines for the development of this area.

The McLennan North Sub-Area Plan was adopted in 1996 and sets the stage for the transformation of what was then a large-lot, semi-rural, single-family area. The plan, together with the City Centre Area Plan upon which it is based, aims to establish McLennan North as a:

- Distinct downtown residential neighbourhood;
- Focus for City Centre park, school, and recreational development; and
- “Complete community” that locates housing within an easy walk of parks, shops, service, amenities, transit, and jobs.

Over the past seven years, sanitary sewers have been installed; an elementary and secondary school have been constructed; land has been secured for community and neighbourhood park development and a first phase – an arboretum – has been constructed; new road right-of-ways have been established and existing roads have been upgraded; and a number of townhouse and high-rise apartment projects have been completed or are under construction. Over this period, most development activity has been focused on large parcels in the southern portion of the neighbourhood, but attention is beginning to shift to the north and to infill opportunities. Extensive redevelopment is still ahead for McLennan North and will include, among other things, the completion of the community and neighbourhood parks, the introduction of low- and mid-rise apartment buildings, and the establishment of a mixed-use, neighbourhood centre. These changes and others, under the guidance of the Sub-Area Plan, will continue to shape the McLennan North area as it matures into one of Richmond’s key downtown residential neighbourhoods.

1.2 VISION

Development of McLennan North will see:

- The neighbourhood adopt a strong role in the City Centre, reinforced by the establishment of its mixed use area (e.g. around Cook and Alberta Roads) as a “gateway” to the community park/school site and a focus for public amenities, activities, and significant landscape features;
- It becomes a distinct and unified residential neighbourhood reinforced by its:
 - i) Mixed use centre;
 - ii) Strong visual and physical links with the community park;
 - iii) Network of small blocks;
 - iv) Hierarchy of public open spaces; and
 - v) Intimate, human-scaled environment;
- Varied housing clusters established across the neighbourhood (i.e. a townhouse cluster, a low-rise apartment cluster, etc.), oriented to neighbourhood “anchors” (i.e. landmarks, parks, amenities, etc.);
- The establishment of a distinct, “green”, park-like environment and complementary residential character throughout the neighbourhood;
- The establishment of the public realm as the focus of community life for residents and the discouragement of things that could dissipate its activity/vitality.

1.3 GOALS

The goal of this plan is to achieve a highly liveable, urban neighbourhood in a park-like setting, capable of accommodating a major portion of the City's population by 2021by:

- a) ***Promoting a broad range of "grade-oriented" urban housing*** opportunities to meet the needs of a diverse and sizeable resident population;
- b) ***Striving to achieve a "complete" neighbourhood*** where residents are within a 10 minute walk (approximately 600 m or 2,000 ft.) of daily social, recreational, and community services, such as small-scaled commercial facilities, schools, open spaces, public transit, and other community amenities;

- c) ***Helping to preserve the environment*** by promoting alternative forms of transportation, such as walking and cycling, through the provision of trails and bike paths, and by locating the highest concentrations of the population in the western portion of the neighbourhood near the City Centre's business district;
- d) ***Reinforcing Richmond's "Garden City" tradition*** through the "greening" of streets and the provision of open spaces throughout the neighbourhood;
- e) ***Promoting the development of a "people-friendly" neighbourhood*** that is safe, recognizable, visually pleasing, and easy to move around in, through:
 - The development of grade-oriented housing related to the public realm;
 - An improved local circulation system with well-lit, coordinated street networks around smaller blocks;
 - The limiting of through travelling traffic on local streets;
 - The preservation of view corridors and the creation of visual focal points;
- f) ***Promoting land use compatibility*** by ensuring that the type and scale of new housing development is sensitively integrated with the surrounding neighbourhoods;
- g) ***Preserving the area's natural resources*** by encouraging the preservation and incorporation of mature trees and landscaping into open spaces and development sites;
- h) ***Establishing a highly visible and accessible community park*** which provides a range of passive and active recreation opportunities.

2.0 JOBS & BUSINESS

ISSUE:

The downtown core will satisfy many of the commercial needs of McLennan North residents. However, convenient access to neighbourhood-oriented commercial uses (i.e. corner store, video store, medical/dental offices, etc.) is lacking, as are commercial services geared to the needs of community school/park users (i.e. coffee shop, skate/bike rental, daycare, etc.). In addition, the provision of an area of commercial uses, together with complementary amenities, could contribute to McLennan North's establishment as a distinct and identifiable, City Centre neighbourhood.

OBJECTIVE 1:

To encourage limited commercial uses and complementary amenities to enhance McLennan North's liveability and its identity as a distinct neighbourhood at the "gateway" to the community park.

POLICIES:

- a) Encourage mixed residential/retail/community uses as per the Land Use Map;
- b) Ensure that development of the mixed use area provides for both the needs of residents and community park/school users;
- c) Promote a high quality of development and a distinctive character in the mixed use area that is complementary to the surrounding residential neighbourhood and community park;
- d) Orient noisy uses away from sensitive adjacent residential development.

3.0 NEIGHBOURHOODS & HOUSING

3.1 RESIDENTIAL LAND USE

ISSUE:

As Richmond's City Centre grows, there is an opportunity to transform McLennan North from an area with predominately single-family homes on large lots, to a distinct and highly-livable urban neighbourhood which provides a range of housing options with easy access to employment centres, transit, shops and services.

Future trends continue to suggest that a wide variety of at-grade and ground-oriented housing types are needed to meet the housing needs of a sizable and diverse population.

In order to meet these needs, this plan prescribes a mix of housing types, including single-family houses, townhouses and apartments.

As shown on the Land Use Map, there is a gradual transition in housing form and density from west to east. Taller apartment buildings, up to 45 m (147.63 ft.) in height, are deliberately located along Garden City Road and in the north-west portion of the neighbourhood to create a prominent visual gateway into the neighbourhood and to house the largest concentration of the residents close to transit routes and the downtown core. Mid-rise apartments stepping down to low-rise apartments and townhouses are situated directly to the east and south of the taller buildings. Low-density townhouses and a variety of innovative single-family and two-family dwelling housing forms are located in the eastern portion of the neighbourhood to minimize the impacts on the agricultural area along the east side of No. 4 Road.

Although townhouses and single-family homes will be primarily developed in the eastern portion of the neighbourhood and around portions of the community park, they will also be integrated with the apartments in the western portion of the neighbourhood to provide a high quality streetscape.

Wherever possible, existing trees and mature vegetation will be preserved and incorporated into new developments as part of the area's streetscapes.

OBJECTIVE 1:

To provide a range of grade and ground-oriented housing types for a variety of household and age groups.

POLICIES:

- a) Allow development such that a mixture of housing types are provided as per the Land Use Map;
- b) Encourage the development of affordable and universally accessible housing by taking advantage of special opportunities in the neighbourhood provided by zoning, rezoning, density bonusing, public/private/non-profit partnerships, and the use of other innovative approaches;
- c) Consider increasing the densities indicated on the Land Use Map where affordable housing and/or specialized housing is provided for people with disabilities; amenities are provided or conserved; and where community facilities and services (mentioned in Section 6.0 of this plan) are provided;
- d) Designate all multiple-family housing sites as Development Permit Areas and ensure that Development Permits issued for multiple-family development comply with the Development Permit Guidelines included in Section 8.0 of this plan.

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OBJECTIVE 2:

To encourage new townhouse and multi-family developments of sufficient site assembly size, including area and frontage, to support high quality development.

POLICIES:

- a) Provide opportunities for adjacent underdeveloped sites to redevelop in the future in accordance with the Area Plan and to avoid the creation of isolated (orphaned) lots with reduced development potential;
- b) Allow for the orderly and timely completion of the Sub-Area road network;
- c) Ensure that traffic impacts are minimized and access to adjacent properties is provided;
- d) Provide a recognizable benefit to the area, such as enhanced access and tree retention.

4.0 TRANSPORTATION

ISSUE:

An effective circulation plan is key to creating a functional and "people-friendly" neighbourhood. Similar to many neighbourhoods in the City, the existing streets in McLennan North are organized around long blocks, creating a strong dependence on the car as the main mode of transportation. Although the car will continue to be an important part of the system, there are many social and environmental reasons for promoting the use of other modes of transportation (i.e. public transit, walking, cycling, etc.) as urban densification increases.

This plan seeks to improve the balance between different modes of transportation and increasing liveability by creating a well-connected traffic circulation system organized around small, "walkable" blocks protected from through traffic. The pedestrian experience along the roads will be further enhanced through the provision of generous landscaped boulevards and traffic calming measures.

This plan also strives to make the public transit system more convenient and accessible by introducing a local shuttle bus system linking McLennan North with the downtown core.

OBJECTIVE 1:

To provide a safe and efficient people-friendly transportation network for pedestrians, cyclists and vehicles.

POLICIES:

- a) Provide a hierarchy of roads as indicated on the Land Use Map;
- b) Ensure that the pedestrian experience is enhanced wherever possible in the neighbourhood by designing roads that have wide sidewalks with landscaped boulevards to accommodate pedestrians and people in wheelchairs;
- c) Ensure that the dimensions of all development blocks within the neighbourhood are between 60 m and 180 m (196.9 ft. and 590.6 ft.) in length and between 50 m and 90 m (160 ft. and 295.3 ft.) in depth;
- d) Construct roads to separate the development blocks cited above in (c);
- e) Promote the provision of pedestrian/cyclist pathways to separate the development blocks and provide convenient linkages where the development of vehicular streets cited above in (4) are impractical;
- f) Close Alberta Road at Garden City Way;
- g) Provide an extension of Cook Road at Garden City Way and connect it through to Alberta Road;
- h) Restrict direct private access to the sub-area from Westminster Highway.

OBJECTIVE 2:

To promote the enhancement and use of public transit within and beyond the neighbourhood.

POLICIES:

- a) Improve the provision of public transit services to McLennan North residents, including multi-destination services accessible to physically challenged users;
- b) Liaise with BC Transit for the provision of frequent and flexible shuttle bus services within and beyond the neighbourhood connecting to the other City Centre neighbourhoods and destinations, such as shopping and employment centres;
- c) Ensure that the shuttle bus route within the neighbourhood is easily accessible by residents within the area and the neighbourhood to the south, providing direct and convenient access to the community park and school sites;
- d) Design and develop on-street bus stops which provide for the comfort and convenience of passengers;
- e) Locate a bus stop within the area designated for “mixed residential/retail/community uses” on the Land Use Map.

5.0 NATURAL & HUMAN ENVIRONMENT

As the City Centre develops, a well-connected and highly accessible parks and open space system is key to the community's quality of life. Four levels of open spaces will need to be provided to meet the needs of both McLennan North and other City Centre users.

A highly accessible and visible community park which will enhance community identity and serve the active and passive recreational needs of both McLennan North residents and City Centre users in general, will be located in the southern portion of the neighbourhood. The provision of the large community park will help to address the current imbalance of parks in the City Centre area. In a more intimate setting, two smaller neighbourhood parks are needed to help create strong and cohesive neighbourhoods where the social and recreational needs of local residents are met.

The neighbourhood park located in the higher density portion of the neighbourhood will function as a "backyard" for future residents with a limited amount of private outdoor space. The other neighbourhood park will be located in the lower density portion of the neighbourhood where it is anticipated that families with children needing a place to play in close view and proximity of their homes will choose to live. Both of these neighbourhood parks will need to be large enough to accommodate informal family and junior play.

In the higher density portion of the neighbourhood, small, privately-owned/publicly-accessible open spaces (POPAS), such as seating areas and simple children's play areas are required as part of multiple-family developments to provide special places for neighbourhood interaction and to help "green" the area. As well, particular attention is required to ensure that useable private open space and specialized landscaping is provided to create an attractive streetscape and to meet the daily open space needs of residents.

Strong connections to the open spaces throughout the neighbourhood will be primarily achieved by providing streets with generous boulevards, large trees, wide pedestrian walkways, and traffic calming measures.

OBJECTIVE 1:

To provide a parks network, incorporating a large combined community park/school site, together with a variety of other public parks and open spaces, designed to serve both City Centre-level needs and the neighbourhood-level needs of McLennan North residents.

POLICIES:

- a) Designate the areas shown on the Land Use Map as “community park” and “school” as the central location and focus for:
 - An elementary school, a secondary school, associated high-quality sport facilities and playing fields suitable for junior and senior level play, and playgrounds, with a minimum total site area of 83,000 m² (20.5 ac) and minimum frontages of 168 m (551 ft.) along Granville Avenue, 84 m (276 ft.) along No. 4 Road, and 104 m (341 ft.) along Alberta Road;
 - Family recreation, informal play, and passive recreation opportunities (in the western portion of the area);
 - Buildings and facilities for community recreation, community services, and major events;
 - Continuous east-west, tree-lined, pedestrian/bicycle routes from Garden City Road to No. 4 Road, linked with park/school facilities and residential dwellings adjacent to the park/school site;
 - Major north-south, tree-lined, pedestrian/bicycle routes linking McLennan North with McLennan South (typically aligned with street ends), supplemented by a variety of smaller linkages providing convenient access via residential projects ringing the park/school site;
 - Arrival plazas around the perimeter of the site where walkways and streets provide important pedestrian access points;
 - A variety of landscapes, including decorative gardens;
 - Lighting, furnishings, signage, public art, and parking;
- b) Designate a public trail for pedestrians and recreational cyclists, at least 5.0 m (16.4 ft.) wide, along the east side of Garden City Road (as shown on the Land Use Map) in order to contribute to the establishment of a "green necklace" linking the City Centre's major open spaces, and provide for:
 - A paved trail surface of no less than 3.0 m (9.8 ft.) in width;
 - Rest stops, interpretive nodes, points of interest, and signage;

- Pedestrian-oriented lighting designed for safety and security;
 - Landscaping and furnishings;
 - Trail head parking;
- c) Designate two neighbourhood-level park sites (as shown on the Land Use Map), each of which should be designed to be distinct and be of at least 0.71 ha (1.75 ac.) in size, rectangular in shape, and bounded on three sides by public roads and on the fourth by a public walkway, in order to provide for:
- Family recreation, informal play, and passive recreation opportunities;
 - Play fields for junior-level play and informal use by local residents;
 - Traditional and creative play areas;
 - Lighting designed for safety and security, not for play fields;
 - Decorative gardens, landscaping, tree planting, public art, and furnishings;
 - Residential units fronting and framing the park on all sides, to help animate the space and provide surveillance;
- d) Establish an urban trails network and strong pedestrian linkages between public open spaces, public uses, and community focal points by emphasizing the development of a "green", pedestrian-friendly street network, and reinforcing it with linear connections in key locations for the exclusive use of pedestrians and bicycles.

OBJECTIVE 2:

To promote development of open spaces and landscape contributing to the establishment of a park-like environment throughout the McLennan North community.

POLICIES:

- a) Promote the development of a "town square" environment throughout McLennan North's mixed-use area (as shown on the Land Use Map) which provides the symbolic "gateway" to the community park, and opportunity for residents to meet informally while doing daily errands and activities. This "town square" environment should be achieved through the provision of:
- Public art and other features identifying the area as a distinct place and "gateway" to the community park;
 - Convenient pedestrian street crossings, especially adjacent to retail, park, and community uses;
 - On-street parking;

- Pedestrian lighting, seating, and furnishings;
 - Outdoor public seating areas along the streets in association with restaurants;
 - Special sidewalk, street, and open space treatments that serve to calm traffic, promote a park-like feeling, and visually and physically expand the square;
 - An arrival plaza at the community park;
 - Retail, restaurant, community, and related uses at grade opening onto and animating Cook Road with linkages to the community park, in combination with urban, townhouse-style residential frontages and entries;
- b) Promote the development of **privately-owned/publicly-accessible open spaces** as highly-visible, passive, landscaped areas in the form of pedestrian/cyclist pathways and expanded sidewalk/boulevard areas along the sides of public streets to contribute to the "greening" of the community and to provide public amenities, such as seating, public art, community gardens, and simple children's play equipment;
- c) Encourage and enforce the creation of usable open space and the "greening" of private development, paying special attention to the roofs of parking structures, the roofs of low and mid-rise buildings in the medium and high-density areas, vehicular circulation and surface parking areas, and grade-level areas adjacent to residential, commercial, and community uses;
- d) Encourage the retention and incorporation of mature trees and landscaping, and significant landscape features in open spaces;
- e) Encourage the use of a consistent style and colour of pedestrian lighting and street furnishings throughout McLennan North's community park and trail system, residential areas, and mixed-use area.

6.0 COMMUNITY FACILITIES & SERVICES

ISSUE:

Community facilities and services play an integral role in improving liveability and reinforcing local identity and a sense of place. Most of the city-level arts, cultural, medical, police, civic, and recreational community facilities and commercial services are provided in the downtown area of the City Centre. As the McLennan North Area evolves, more neighbourhood-level facilities and services will need to be provided to serve the new residential population within a short walking distance. In addition, City Centre-level facilities may be required to complement the role of the community park.

Facilities envisioned include, among other things, the area's already constructed elementary and high schools, a large gymnasium space in the elementary school for both student and community use, affordable small scale childcare facilities, and "before" and "after" school childcare services.

It is expected that the pace of urban development will require expenditures for community facilities and services which will exceed available City assets. A cooperative process which encourages "partnerships" between the City and private sector investment can serve to reduce the City's financial responsibility for community facilities and services.

OBJECTIVE 1:

To ensure that a range of neighbourhood facilities and services are made available within the sub-area.

POLICIES:

- a) Encourage the provision of private amenity space in the sub-area;
- b) Encourage the provision of childcare facilities in the sub-area that comply with the Provincial Childcare Regulations;
- c) Continue discussions with the Richmond School Board regarding the most appropriate location for "before" and "after" school childcare;
- d) Promote a "**community school**" concept within the area's elementary and high school to enhance the role of these schools as social-cultural focal points;

- e) Encourage the provision of a minimum of 464.5 m² (5,000 ft²) of multi-purpose community facility space in the neighbourhood;
- f) Allow a mixed residential/commercial development with community space in the area designated for "mixed-use" on the Land Use Map;
- g) Encourage the Richmond Health Board to establish community-based health services tailored to the sub-area's population characteristics;
- h) Promote community-based crime prevention, emergency preparedness and community watch programs in the sub-area.

7.0 CITY INFRASTRUCTURE

ISSUE:

Public utilities play an important role in an area's quality of life. When the plan was adopted for McLennan North, the neighbourhood was serviced by septic tank systems and most of its storm drainage was handled by open ditches. Since then, sanitary and storm sewers have been installed, existing roads have begun to be upgraded and new roads have been constructed. New development will see improvements continued and full services extended to properties throughout the neighbourhood.

OBJECTIVE 1:

Enhance community liveability by improving public utilities in a manner which is cost-effective, environmentally sound, and paced with new development/population growth.

POLICIES:

- a) Permit the establishment of new housing only with the full range of urban utilities and services;
- b) Provide improvements along Alberta Road and the Cook extension with funding from the City's existing Development Cost Charge Program;
- c) Facilitate additional utility improvements to those areas that undergo redevelopment.

8.0 DEVELOPMENT PERMIT GUIDELINES

8.1 APPLICATION & INTENT

8.1.1 DEVELOPMENT PERMIT AREA

These guidelines apply to the McLennan North Sub-Area of Richmond's City Centre and are a supplement to the City Centre Area Plan Development Permit Guidelines and the Development Permit Guidelines contained in Schedule 1 of the OCP. The latter prescribe the general criteria for new development, while the McLennan North Sub-Area Guidelines prescribe character and form of development criteria specific to the McLennan North Sub-Area. Developers seeking Development Permit approval must adhere to all three of the aforementioned sets of guidelines.

It is intended that, together, these Development Permit Guidelines will:

- a) Encourage a broader understanding of the issues facing development;
- b) Contribute to residential livability and the establishment of a distinctive character and rich public realm;
- c) Provide the basis for preparation and approval of development proposals in the McLennan North Sub-Area.

These guidelines do not require literal interpretation, in whole or in part. They will, however, be taken into account in the consideration of Development Permit Applications. The Development Permit Panel may, at its discretion, refuse or require modification to a Development Permit Application proposal for failure to meet the standards of these guidelines, in whole or in part.

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

8.1.2 JUSTIFICATION


The Development Permit Guidelines set out below are designed to support the goals, objectives, and policies of the McLennan North Sub-Area Plan and to contribute to the creation of a high-amenity residential community made up of a series of low-medium-and high-density neighbourhoods, focused around a high-quality open space network, public amenities, and a large community park. The scope of proposed redevelopment merits site-by-site consideration regarding form and character in order to achieve desired environmental objectives for this important area of the City Centre.

8.2 DEVELOPMENT PERMIT GUIDELINES

8.2.1 SETTLEMENT PATTERNS

- a) Promote development of a distinctive, unifying urban character for McLennan North, based upon the human-scaled of its buildings, a regular pattern of small blocks defined by narrow landscaped roads and walkways, attention to pedestrian amenity and activity, and integration with the natural environment;
- b) Promote development that will distinguish McLennan North as an unique urban residential neighbourhood characterized by the careful attention paid to the design of its public realm and its lush “green” pedestrian-friendly character;
- c) Develop the "Gateway Precinct", incorporating McLennan North's mixed-use area and adjacent park and residential development, as the primary community focal point and park entry; and
- d) Encourage new townhouse and multi-family developments of sufficient site assembly size, including area and frontage, to support high quality development. To achieve this goal, new townhouse and multi-family development sites should:
 - i) Along major arterial roads - Incorporate a minimum frontage width of 50 m and a minimum lot area of 2,000 m² (0.5 ac.);
 - ii) Along local or collector roads - Incorporate a minimum frontage width of 40 m and a minimum lot area of 2,000 m² (0.5 ac.);
 - iii) Avoid creating orphaned assembly sites with minimum frontages and minimum lot areas less than those established above; and

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- iv) New development may deviate from the minimum site assembly sizes where:
 - An existing lot is isolated (orphaned) and is not able to consolidate with adjacent properties (e.g., surrounding lots recently developed in accordance with Area Plan designation);
 - It can be demonstrated that high quality development can be achieved in full compliance with Area Plan Policies, Objectives and Development Permit Guidelines;
 - Access along the frontage is not required (e.g., access is provided from a City lane or Right-of-Way or through a registered cross access through an adjacent site), and the proposed development will promote a high quality pedestrian environment along the fronting street;
 - The development supports the orderly and timely completion of the Sub-Area road networks; and
 - The proposed development provides a recognizable benefit to the area, such as enhanced access and tree retention.

8.2.2 MASSING & HEIGHT

- a) Encourage consistent massing and architectural rhythm along each block, with shifts in scale, density, and form typically happening across lanes or rear property lines; and
- b) Encourage street wall development which helps to define streets and public spaces through:
 - i) In the mixed-use area along Cook Road and adjacent to the “town square” - Consistent height of 10 m to 12 m (32.8 ft. to 39.4 ft.) and approximately four-storeys and building setbacks of 2 m (6.6 ft.), with little or no interruptions;
 - ii) In the high-density residential area - A similar approach to (i), above, but with increased building setbacks (typically 4 m (13.1 ft.)) and, where interruptions of 4 m (13.1 ft.) or more occur (i.e. gaps between buildings or street-fronting courtyards), the buildings shall be joined visually by "bridging" elements (i.e. gateways, decorative fencing, terraces, pergolas, etc.);
 - iii) In the medium-density residential area - Lower height (approximately three-storeys), and more frequent interruptions and use of "bridging" elements to reinforce a consistent setback line; and

- iv) In the lower-density multiple-family residential areas - Consistent setbacks and building heights, regular, small gaps between buildings, and building forms which strongly orient to adjacent streets and public open spaces, EXCEPT adjacent to the community park/school site and the tree-lined trails around its perimeter, where more varied setbacks (including open U-shaped configurations) and building heights are encouraged, coupled with significant tree planting and areas of lawn, ground cover, shrubs, and annual plantings designed to convey a less formal character, enhance views, and soften the transition between the public open space and adjacent residential uses.

8.2.3 ARCHITECTURAL ELEMENTS

- a) **Streetscapes** should be characterized by:
 - i) Individual grade-level residential units fronting all publicly-accessible walkways, trails, and streets (excluding Garden City Road, Westminster Highway, and No. 4 Road) such that their front doors are typically both visible and accessible;
 - ii) Front stairs, stoops, gateways, porches, and weather protection employed to enhance the residential quality of unit and building entries, the visibility of such entries, a comfortable architectural rhythm along the street, and a human scale;
 - iii) Public seating, art, and clear, pedestrian-oriented signage at the common entry to multiple-family residential buildings;
 - iv) Grade-level units which are no more than 2 m (6.6 ft.) above the grade of adjacent public sidewalks and walkways;
 - v) All garage structures and parking typically situated to the rear or beneath buildings, with vehicular access from lanes or, where lane access is not possible, from streets via narrow driveways, no wider than 4 m (13.1 ft.) for low-density residential uses requiring limited access and 6 m (19.7 ft.) for all other uses;
 - vi) Townhouse projects should not have vehicle gates, apartment parking may have gates, but visitor parking areas must be accessible at all times;
 - vii) Building facades which are typically recessed at least 2 m (6.6 ft.) where they project above the height of their lower-level street walls and, where buildings exceed 18 m (50.1 ft.) in height, facades which are recessed at least 10 m (32.8 ft.) where they project above their lower-level street walls;

- viii) Signage which has a pedestrian-scale and orientation, consistent with the formal, park-like character of the area (i.e. no back-lit acrylic signs or permanent, free-standing commercial signage); and
- ix) Within the “Gateway Precinct”:
 - Shop windows and entries, outdoor restaurant seating, pedestrian weather protection, pedestrian-oriented signage, bicycle racks, and public seating concentrated along the south side of Cook Road and leading to the community park;
 - Urban, townhouse-style residential frontages, with individual unit entries, along both sides of Cook Road and around the town square (interrupted only where required by grade-level retail/public uses); and
 - Structured parking which is completely concealed from Cook Road, adjacent streets, and the community park by residential/retail/community uses (except for limited garage entries).
- b) **Roofscape** should be punctuated by special features which enhance the skyline and provide local landmarks, but should typically be characterized by:
 - i) Towers which conceal roof-top mechanical equipment, either within their upper floors or within slope-roofed structures, consistent in form, material, and detailing with the tower and its base building;
 - ii) Lower-level roofs which are typically either sloped (20° minimum) or developed as usable, landscaped open space (i.e. terraces or roof-decks); and
 - iii) Parking structure roofs which are either concealed within residential development or developed as usable, landscaped open space.
- c) **Windows** should help to reinforce a human-scale and quality through the use of:
 - i) Bay windows, window boxes, balconies, and similar projections;
 - ii) Well-defined window frames and sills;
 - iii) A variety of window types/sizes designed to enhance the relationship between residential units and adjacent public spaces; and
 - iv) Clear glazing (i.e. untinted).
- d) **Materials** used in buildings, signage, walkway/driveway paving, and associated landscape structures should typically be:

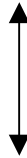
- i) Natural, such as brick, wood (i.e. siding, shingles, etc.), stone, and concrete, or heavily-textured stucco (not patterned);
- ii) Used in combination (i.e. two or more materials) where buildings exceed two-storeys;
- iii) Of muted colours (i.e. as in the "heritage series" of many paint manufacturers) and complementary to the natural materials used; and
- iv) Highlighted with vivid colours (i.e. unit front doors, retail awnings, outdoor furnishings, etc.).

8.2.4 LANDSCAPE ELEMENTS

- a) **Landscape theme** throughout the McLennan North community should promote a formal, park-like feeling with:
 - i) Deciduous trees planted in single or double rows (at 9 m (29.5 ft.) to 12 m (39.4 ft.) on centre) along all circulation routes;
 - ii) Planting of a variety of street-tree types (many which will mature to be tall in height and form canopies over pedestrian walkways and streets), selected to enhance the special qualities of areas within McLennan North (i.e. poplars along No. 4 Road to reflect the area's agricultural edge);
 - iii) An emphasis on planting and ground cover which will provide seasonal colour and is evergreen, lush, varied in shape, and low maintenance;
 - iv) Broad grass boulevards (up to 4 m (13.1 ft.) wide) along all public streets;
 - v) Pedestrian-scale street lighting and furnishings in public areas which are consistent in style and colour with that of the community park;
 - vi) An emphasis on the use of soft landscaping (i.e. lawns, trees, and plant material) throughout the community, except in very high-use pedestrian areas (i.e. adjacent to shops) where decorative paving should be used in combination with attractive furnishings, pedestrian-oriented lighting, generous tree planting, and special landscape features (i.e. hanging flower baskets, fountains, etc.);
 - vii) Grassed areas which are defined with formal edges in the form of paths, low walls, changes in grade, rows of trees, and planting;
 - viii) Attractive, durable, and easily maintained paving treatments applied consistently on sidewalks and pedestrian pathways;

- ix) Streets which have narrow driving lanes, on-street parking, curb-extensions at intersections, community notice boards, public seating, and other furnishings situated to take best advantage of views, sun, and informal, day-to-day meeting places for residents; and
 - x) Within the “Gateway Precinct” a pedestrian route directly linking the focus of the mixed-use area with the high-density area to the north, either in the form of a street lined with double rows of trees, or a 4 m (13.1 ft.) wide pedestrian walkway lined with deciduous trees and framed by buildings set 14 m (45.9 ft.) apart face-to-face.
- b) **Streetscapes** and property frontages adjacent to public trails should be designed such that:
- i) Private properties are landscaped with significant planting and a low wall, hedge, open fence, or change in grade (typically 0.9 m (3.0 ft.) maximum) to help define the edge of the adjacent sidewalk/trail;
 - ii) Neighbouring properties adopt complementary landscape approaches in defining the sidewalk/trail edge (i.e. such that the walls/fences of adjacent properties align and are of a similar scale, character, and materials);
 - iii) Grade-level residential units typically have individual paths leading from the public sidewalk or trail to individual private front doors, EXCEPT adjacent to the community park/school site where several dwellings or a small residential project may share a single path connected to the public trail;
 - iv) Private residential yards are landscaped to ensure that those spaces are made usable and private (without the use of high fences), while also enhancing the trail/streetscape through the use of changes in grade (0.6m (2.0 ft.) to 1.2 m (3.9 ft.) in height), layers of planting, open structures/fences, shade trees, and amenities such as benches (eg. a low wall and open metal gate at the sidewalk/trail could frame raised annual beds, backed by decorative shrubs, and behind that a slightly taller hedge around an enclosed patio);
 - v) Building frontages along rear lanes:
 - Incorporate quality finishes and materials complementary to overall project design;
 - Screen garbage facilities and related uses;
 - Provide for appropriate street lighting, complete with decorative poles and luminaries, consistent with McLennan North standards;

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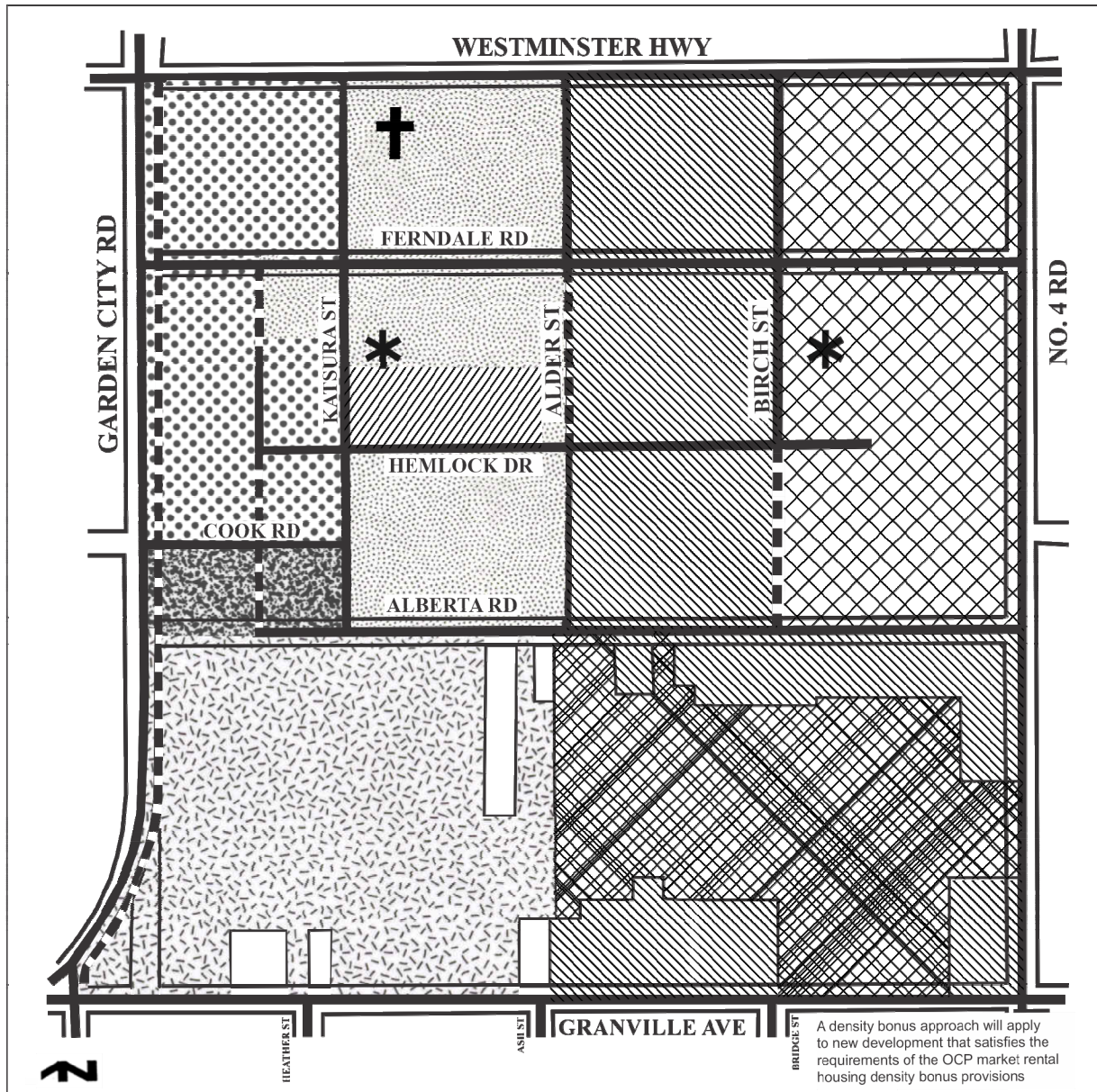


- Include trees and plant materials, complete with necessary space, soil depth, and irrigation;
 - Include trees planted on-site, along the property line, at a maximum spacing of 12 m (39.4 ft.) on centre; and
- vi) Along Garden City Road, Westminster Highway, and No. 4 Road, buildings are:
- Set back a minimum of 10 m (32.8 ft.) (excluding parking below finished grade) except where a lot is less than 50 m (164 ft.) in depth, in which case the setback shall be a minimum of 6 m (19.7 ft.) (excluding parking below finished grade);
 - Sited to present an informal, irregular edge to the street;
 - Landscaped with a combination of rolling green lawns and ground cover near the street, changing to denser, taller vegetation (i.e. hedges) near the building, with trees (some of which will mature to be tall in height) placed informally in the landscape;
 - Raised approximately 2.4 m (7.9 ft.) to 3 m (9.8 ft.) above street level, on top of structured parking, with the ground plane being bermed up from the sidewalk to meet the lowest residential level except where existing trees are to be retained;
 - Screened with hedges, trees, and tall, dense planting set 3 m (9.8 ft.) to 4.5 m (14.8 ft.) off the property line where no structured parking is provided;
 - Typically accessed via one pedestrian path, clearly signed and illuminated for public convenience and safety, rather than having multiple individual unit entries accessing the public sidewalk; and
 - Serviced (including parking access) from rear lanes or streets.
- c) Pedestrian paths and trails for the exclusive use of pedestrians and bicycles should:
- Include a minimum 3 m (9.8 ft.) wide walkway, typically situated a minimum 4.5 m (14.8 ft) from adjacent building faces, EXCEPT in the case of public trails around the perimeter of the community park/school site, where buildings should have more generous setbacks;

- Have a maximum length of 70 m (229.7 ft.) (as measured between public streets or open spaces), except where the space between adjacent building faces is less than 9 m (29.5 ft.), in which case, the maximum walkway length should be 15 m (49.2 ft.);
 - Be open to the sky, except that portions of buildings or pedestrian bridges may pass overhead where they have a minimum clear height above finished grade of 5 m (16.4 ft.) and cover a maximum walkway length of 5 m (16.4 ft.);
 - Be easily accessible, well-lit and signed, and provide good surveillance from adjacent properties; and
 - Wherever possible, be landscaped with trees and plant material, complimentary to adjacent streets and open spaces, and be bounded at grade by residential or community uses with direct access to the walkway.
- d) Semi-Private open spaces for the common use of building occupants should be:
- Clearly defined for the exclusive use of building/complex occupants through the use of changes in grade, low walls or fences, planting, or siting within the confines of the building;
 - Situated and designed to maximize resident access, surveillance, and enjoyment; and
 - Landscaped with substantial trees, planting, and features appropriate to a range of ages and interests, including families with children.

8.2.5 PARKING & SERVICES

- a) On-site parking should be concealed from all public streets by residential or mixed-use development and should be typically accessed from a rear lane or via limited number of driveways, all of which must be designed to minimize impact on the visual and physical amenity of the streetscape; and
- b) Limit surface parking and typically provide it as "on-street parking" along the side of a publicly-accessible street or lane which has been designed as an integral part of the McLennan North circulation network and meets the design, lighting, and signage standards of public roads.



	Residential Area 1 1.6 base F.A.R. 4-storey Th., Low-rise Apts. (4-storeys max.) /Mid-rise Apts. (Up to 8-storeys) /High-rise Apts. (Up to 45 m)		Residential Area 4 0.55 base F.A.R. One & Two-Family Dwelling & Townhouses (2 ½ -storeys typical, 3-storeys maximum where a maximum 30% lot coverage is achieved).		School
	Residential Area 2 0.95 base F.A.R. 2,3 & 4-storey Townhouses, Low-rise Apts. (4-storeys max.)		Residential Area 5 0.55 base F.A.R. One-Family Dwelling		Neighbourhood Parks
	Residential Area 2A 0.95 base F.A.R. 2, 3,4 & 5-storey Townhouses, low-rise apts. (5-storey max. Up to 19 m)		Mixed Residential/ Retail/Community Uses		Trail
	Residential Area 3 0.65 base F.A.R. Two-Family Dwelling / 2 & 3-storey Townhouses		Community Park		Principal Roads
					Church

DEFINITIONS

APPENDIX 1

Note: Schedule 1 of the OCP contains a definitions section which applies to the entire OCP. The following definitions apply to this area only.

Community School	A school where extra-curricular activities take place that can involve various groups and individuals within the community.
Multi-Purpose Community Space	Constitutes space provided in a public or private building for use by the community which is designed to accommodate a variety of activities and/or users.
Principal Roads	The public roads in the area providing the main circulation structure.

