

Richmond Official Community Plan



City of Richmond

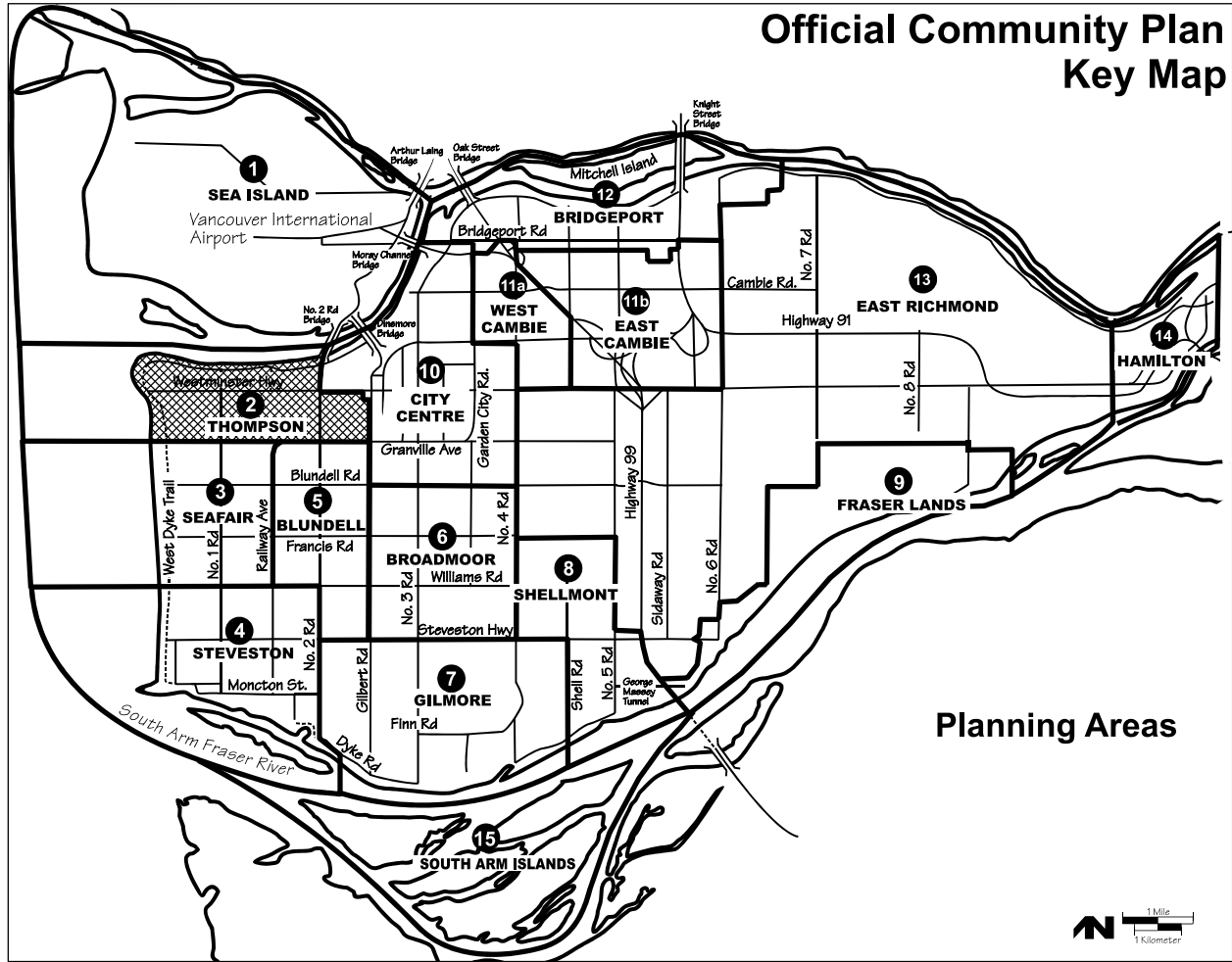
THOMPSON AREA TERRA NOVA SUB-AREA PLAN Bylaw 7100 Schedule 2.2B



TERRA NOVA SUB-AREA PLAN • TERRA NOVA SUB-AREA PLAN • TERRA NOVA SUB-AREA PLAN

KEY MAP

Bylaw 7406
2002/10/21



PLAN AREA MAP

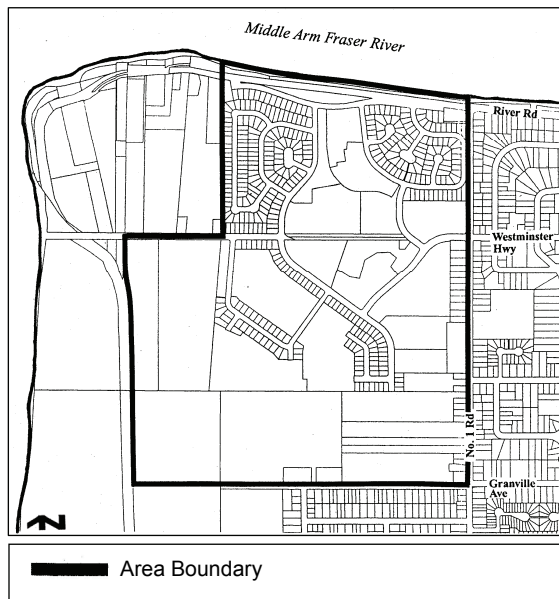


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PLAN INTERPRETATION

What is the Official Community Plan (OCP)?

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

How is the Plan organized?

The OCP (Bylaw 7100) is comprised of:

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

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

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

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

Plan Precedence

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

Changes to this Document

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

Definitions

See OCP Schedule 1.

1.0 PLAN OVERVIEW

1.1 PURPOSE

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

This plan provides a series of goals, objectives, policies and guidelines consistent with the development of the Terra Nova Sub-Area as a residential neighbourhood adjacent to sensitive environmental areas and significant natural amenities.

The plan area currently consists of approximately 112 ha (276.75 ac.) of dyked floodplain in the north-west portion of Lulu Island, occupied by single-family residences, townhouses, fallow agricultural land, small commercial premises, a golf course and City park land. The extent of the plan area is noted on the Plan Area Map.

1.2 GOALS

The goals of this plan are to:

- Provide public access to the waterfront;
- Preserve significant natural areas;
- Preserve and enhance recreational facilities;
- Provide a range of residential household sizes and types at a modest density;
- Enhance and preserve air, water and soil quality;
- To provide safe and efficient means for pedestrians, cyclists and vehicles to circulate through the area.

2.0 JOBS & BUSINESS



Commercial Services

OBJECTIVE 1:

To maintain local commercial services in the Terra Nova Area.

POLICIES:

- a) Permit the establishment of commercial uses on lands designated "Commercial" on the Land Use Map;
- b) Require the issuance of a Development Permit prior to the issuance of a building permit for any commercial buildings or structures in the plan area;
- c) Require that Development Permits issued for commercial uses comply with the following guidelines:
 - Commercial uses shall be screened from residential uses by means of walls, solid fences and landscaping;
 - Landscaping shall be provided adjacent to public roads, lanes and walkways;
 - Buildings and structures shall be sited in a manner that would minimize the impact of the commercial uses on neighbouring residences.

Bylaw 7406
2002/10/21

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 Terra Nova Sub-Area includes a portion of land located in the Agricultural Land Reserve north of Granville Avenue. Developments in this area should refer to the Policies, Objectives and Development Permit Guidelines for Agriculture outlined in the Official Community Plan.

OBJECTIVE 2:

To maintain the agricultural land base in the area.

POLICIES:

- a) Maintain lands presently designated as "Agricultural Land Reserve" as part of the agricultural land base of Richmond;
- b) Permit open land recreational uses in areas designated "Agriculture" on the Land Use Map, subject to the Agricultural Land Commission Act.

Bylaw 7406
2002/10/21

3.0 NEIGHBOURHOODS & HOUSING

Bylaw 7406
2002/10/21

OBJECTIVE 1:

To provide ground-oriented housing in a range of sizes and forms to a range of household types.

POLICIES:

- a) Permit the establishment of single-family residences on those lands designated "Residential (Single-Family)" on the Land Use Map;
- b) Permit the establishment of townhouses and small-lot single-family residences on those lands designated "Residential (Townhouse)" on the Land Use Map;
- c) Permit the establishment of new housing only with the full range of urban utilities and services;
- d) Encourage and facilitate the provision of affordable housing;
- e) Require the issuance of a Development Permit prior to the construction of any townhouses in the plan area;



New Single-Family Residences

Bylaw 7794
2004/11/23

4.0 TRANSPORTATION

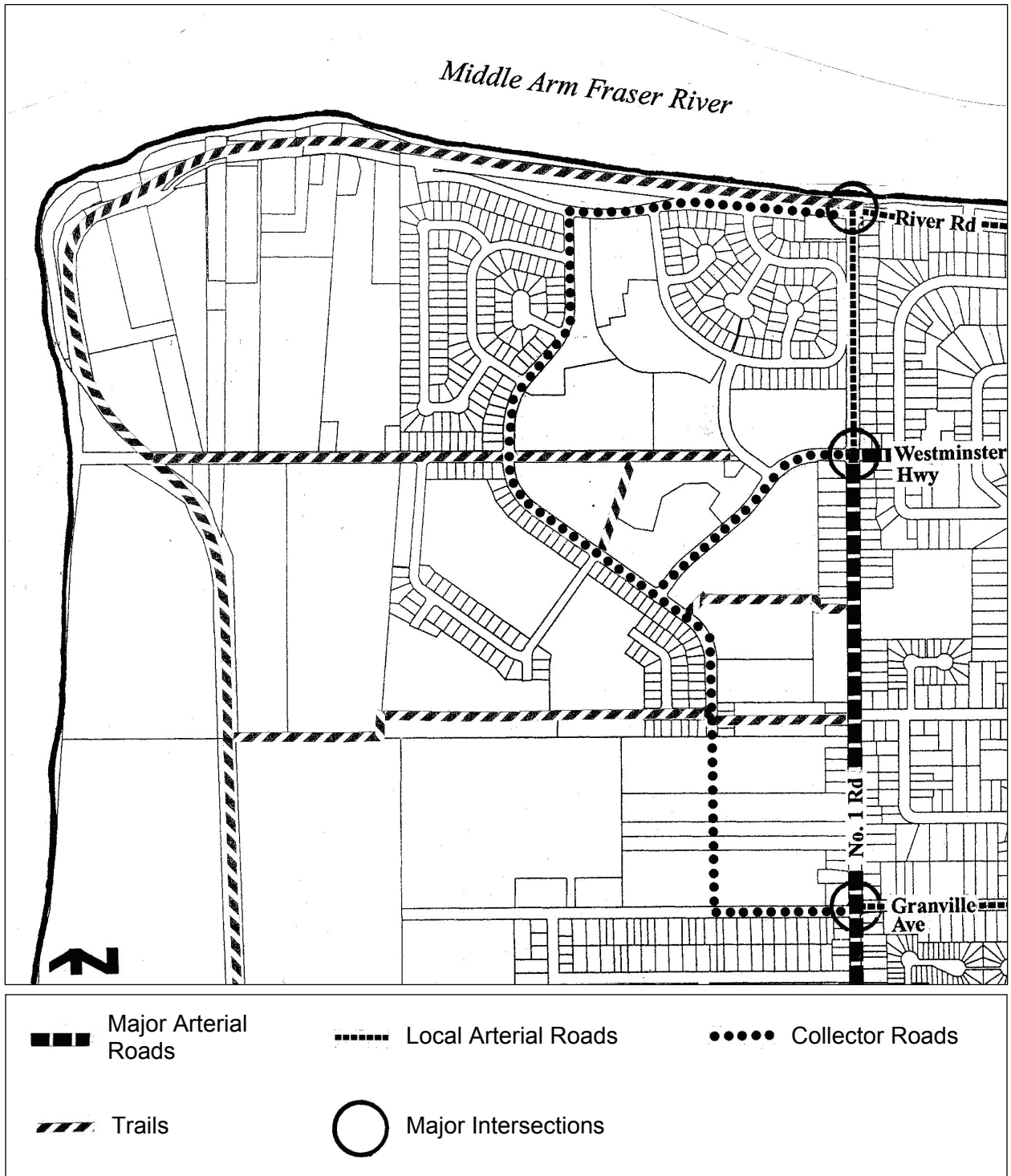
OBJECTIVE 1:

To provide a safe and efficient means of access for pedestrians, cyclists and vehicles through and around the area.

POLICIES:

- a) Restrict direct access to the area from No. 1 Road;
- b) Provide a hierarchy of roads and trails as indicated on the Circulation System Map;
- c) Provide a 20 m (65.617 ft.) wide road allowance where a trail is to be provided in a new local street in order that the boulevard of said street can be landscaped with trees between the curb and the sidewalk;
- d) Accommodate pedestrians, cyclists and vehicles on all roads within the plan area.

Circulation System Map



5.0 NATURAL & HUMAN ENVIRONMENT

OBJECTIVE 1:

To provide a variety of open spaces and public facilities to serve the neighbourhood and the city as a whole.

POLICIES

- a) Provide an open space between River Road and the Fraser River to enhance the dyke trail system upon which buildings will not be erected;
- b) Establish a childcare facility on the central open space within the plan area;
- c) Preserve and enhance the western open space along the perimeter dyke as natural wildlife habitat;
- d) Provide for the active and passive recreational needs of the plan area within the central open space and a smaller park in the south portion of the plan area;
- e) Permit the establishment of a public elementary school within the central open space, if warranted;
- f) Protect archaeological resources within the plan area;
- g) Designate land as public, institutional and open space as indicated on the Land Use Map.

6.0 COMMUNITY FACILITIES & SERVICES

See OCP.

7.0 CITY INFRASTRUCTURE

See OCP.

8.0 DEVELOPMENT PERMIT GUIDELINES

8.1 APPLICATION AND INTENT

8.1.1 DEVELOPMENT PERMIT AREA

This section contains Development Permit Guidelines which apply to the lands designated for multiple-family residential and commercial use on the Terra Nova Land Use Map.

The purpose of the guidelines is to supplement the city-wide guidelines contained within the Official Community Plan (OCP) with specific guidelines aimed at supporting a special character within the Terra Nova 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

Residential

A key housing policy of Richmond's Official Community Plan is to carefully integrate new housing development into existing neighbourhoods. All multiple-family projects merit site-by-site consideration of form and character in order to achieve the desired relationship to surrounding areas, and to ensure high standards of new housing design.

Terra Nova in particular requires special consideration. The neighbourhood's location, traffic considerations, and significant redevelopment potential present issues which need to be addressed through design guidelines for both multiple-family and commercial sites.

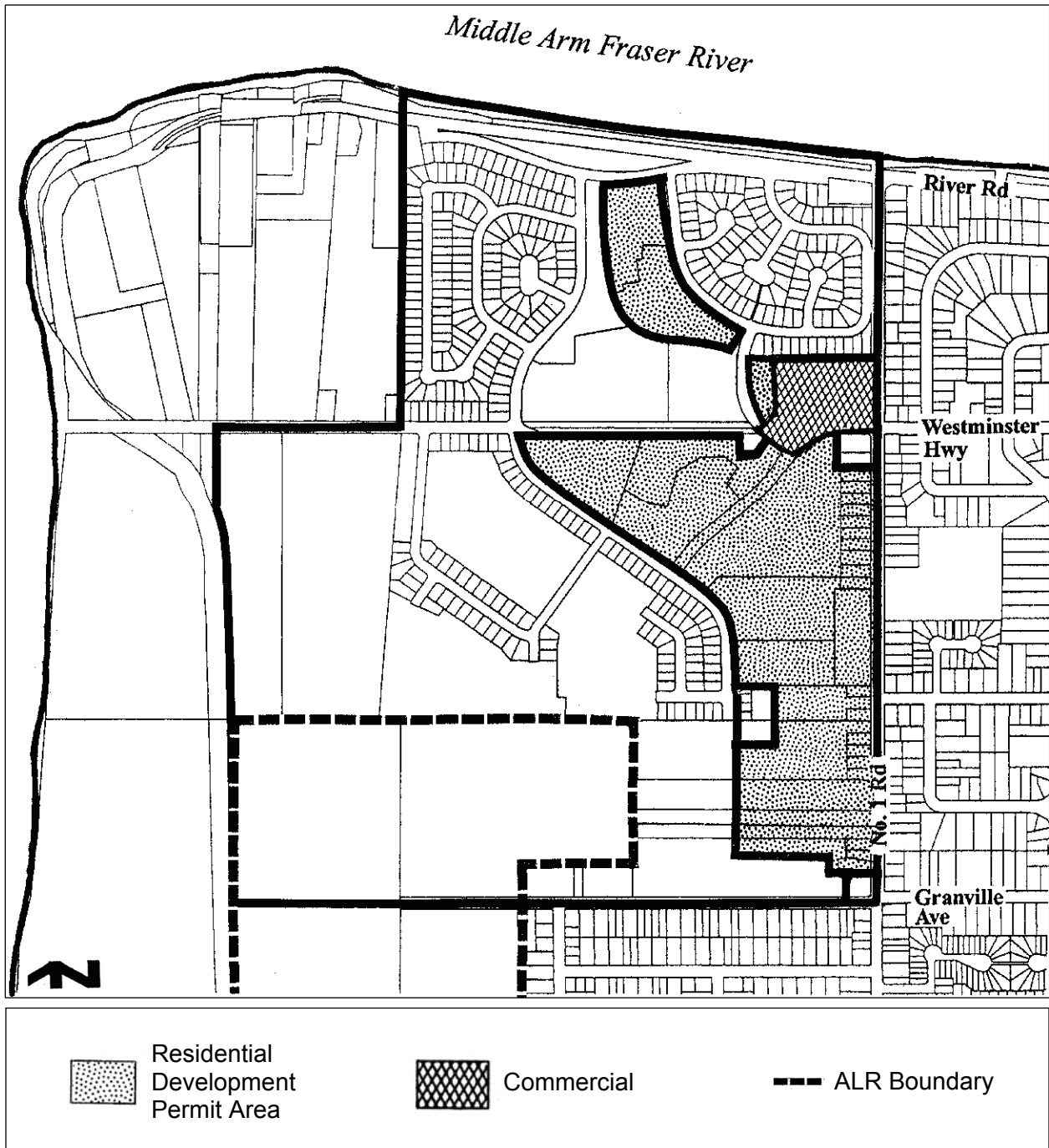
Commercial

The special conditions that justify the need for additional development permit guidelines for the commercial site are as follows:

- a) That an appropriate, high quality built form is developed at this important gateway location to the Terra Nova Planning area;
- b) That the single-family neighbourhoods to the north and east be protected by ensuring that the future commercial development blends with the character and scale of the surrounding area, and that sufficient buffers are provided between uses;
- c) That an attractive and accessible pedestrian environment be created which provides a continuation of the Terra Nova Trail system and helps ensure a blending of the private and public realms;
- d) That the development adds to the overall beautification of the City through the provision of special features in focal areas such as plazas, water fountains and the greening of streets, and parking areas;
- e) That the materials applied to the buildings, and the type of street furniture, landscaping, signage, and light standards erected in the open spaces are coordinated to form a distinct development.

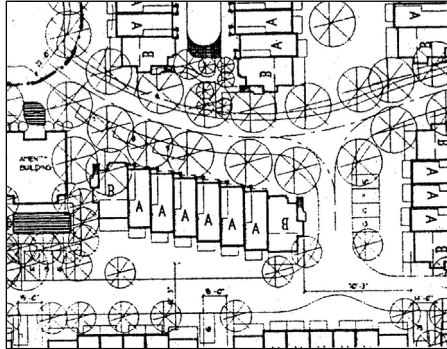
Development Permit Areas Map

Bylaw 7650
2004/03/15

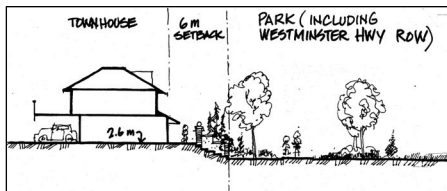


8.2 DEVELOPMENT PERMIT GUIDELINES

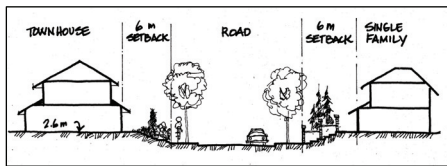
Bylaw 7650
2004/03/15



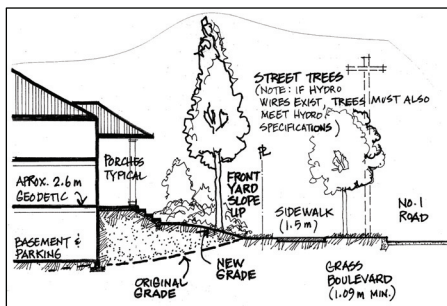
Open Space Separation



Townhouses adjacent to Public Open Space



Townhouses adjacent to Public Roads



No. 1 Road

Bylaw 7650
2004/03/15

Residential Development

The following guidelines apply to residential development as shown on the Development Permit Areas map in addition to the Guidelines located in the OCP (Schedule 1 to this Bylaw).

8.2.1 SETTLEMENT PATTERNS

- a) Townhouse units should be designed in clusters of 25 units or less, and have less than six units in a row. However, exceptions can be made to allow up to eight units in a row IF larger clusters are separated from other clusters on all sides by a considerable amount of open space (or combination of open space and internal roadways). (See Open Space Separation Sketch);
- b) Entrances should enhance the pedestrian-scale character of the area, by strengthening a unit's connection with public streets and internal roadways; and by masking the appearance of garage doors;
- c) Townhouses adjacent to public roads and trails should have their main front doors visible and accessible from that road or trail (see sketch showing Townhouses Adjacent to Public Open Space and Roads), using stairs and new grading if required to do so (see No. 1 Road Sketch). Direct access for each unit should also be provided to the internal north-south pedestrian and view corridors;
- d) Special views, such as of the mountains or waterfront, should be taken advantage of where possible;
- e) Sunlight should not be blocked for a minimum of 75% of dwellings in each development on every day of the year. The minimum north-south spacing between residences to conserve available sunlight is determined by the sun angle of 17° at noon during the winter solstice;
- f) Use internal roadways to maximize the sense of open space and enhance the area's pedestrian character. Where possible, vehicle and pedestrian access should be separated from each other and appropriately located;
- g) Include semi-public walkways with lights and low landscaping. The walkways should be ungated and connect east-west from No.1 Road to Barnard Drive and also run north-south to the shopping centre;
- h) There should be no vehicle gates at entrances to the site.



Townhouses with Front Doors Visible and Accessible from the Road



Use of Gable Ends and Dormers



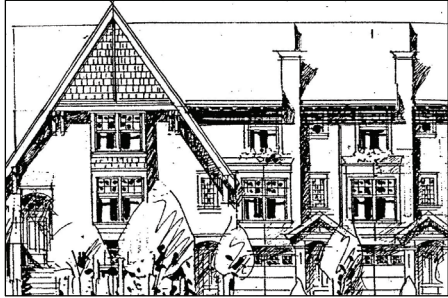
New Townhouse Development showing use of Trim, Colour Accents and Secondary Roof Elements

8.2.2 MASSING AND HEIGHT

- a) Provide a smooth transition between townhouse units and single-family homes to the west. Build duplexes (structures with no more than two attached units together) along the western property line. A space of at least 3 m (9.8 ft.) should separate each duplex structure along the street front;
- b) Townhouse units should have a maximum transitional height gradient of 26° to all property lines. These gradients may be varied provided privacy, sunlight, view and human scale criteria are met. Buildings should have an apparent length of less than 70 m (229.66 ft.);
- c) All roofs should be pitched, with a minimum slope of 45°. Use gable ends and dormers to create diversity in the roof line and to present the area's craftsman character.

8.2.3 ARCHITECTURAL ELEMENTS

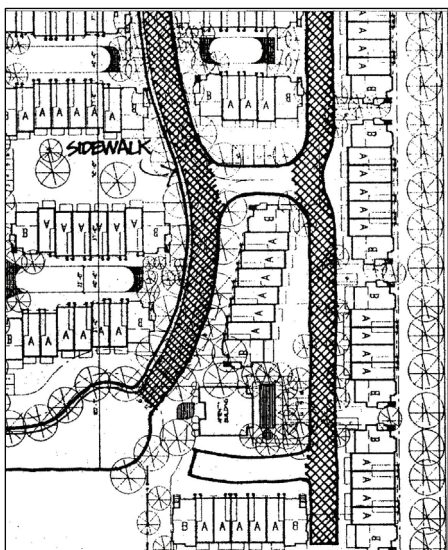
- a) Avoid the appearance of blank walls. Suggested treatment includes (but is not limited to) the use of: trim; more intense colour accents; secondary roof elements; building recesses; and stepped building forms emphasizing lowered height on ends and fronts;
- b) Select roofing materials which suit the level of articulation desired in roof forms. Cedar shingles would facilitate this, whereas heavy-tiled roofing would not;
- c) Windows should be operable, of residential scale, with multiple panels, and should add to the sense of neighbourliness and safety and security by providing visual interest and surveillance:
 - Reinforce the smaller components of buildings which express strong unit identity through appropriate window placement;
 - Use bay windows, window boxes, small balconies, and similar features to avoid a flat, box-like building;
 - Windows should be visually prominent, separated from the building face and defined with colour, trim/shutters, or other decoration;
 - Non-traditional windows such as plastic bubble windows or tinted glaze are discouraged. If skylights are used, they should not be visible from the street or from internal roadways;
- d) Reduce the visual impact of garages along internal roads and driveways by interrupting garage doors with covered secondary pedestrian entrances (see Sketch). Pedestrian entrances should occupy approximately half the width of each garage door;



Garages along Internal Roads and Driveways



Entrance Gateway



North-South View Corridors

- e) A minimum of 75% of the units should have single garage doors. Tandem parking is encouraged.

8.2.4 LANDSCAPE ELEMENTS

- a) Where stairs are used to provide street or trail access from units, embellish stairs with decorative wooden handrails;
- b) Screening and landscaping, including street trees, should be provided in each townhouse development;
- c) Townhouse units should have a minimum private outdoor space of 9 m (29.53 ft.) in depth and 37 m² (398.28 ft²) in area. The depth of private outdoor space may be reduced to 5.25 m (17.22 ft.) where adequate privacy screening is provided;
- d) Along the public street right-of-way, provide sidewalks on both sides of the street. Make these sidewalks attractive by providing a grass strip with street trees between the sidewalk and the street, and placing all utilities underground;
- e) Avoid the appearance of a solid wall of buildings along No. 1 Road, by varying street edge treatment through use of strategically placed open spaces with intensely clustered plantings; staggered or varied building setbacks; and other techniques;
- f) Create at least one north-south view corridor and pedestrian connection through a central boulevard running north-south through each development site. Treat the boulevard as if it were a public street, by planting large calliper trees on both sides, and providing a sidewalk on at least one side (see North-South View Corridors Sketch);
- g) Vary paving treatments through the use of special pavers, cobblestones or stamped concrete as accents at driveway entrances;
- h) Enhance pedestrian, wheelchair and cycling access to No. 1 Road by providing east-west corridors for non-automotive users in strategic locations;
- i) Landscape all pedestrian paths with trees and other plant materials.

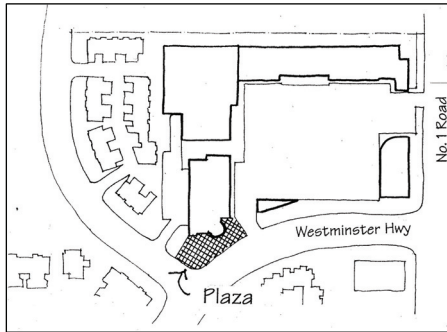
8.2.5 PARKING AND SERVICES

- a) Access provision should be made for emergency vehicles, moving vans, and service vehicles.

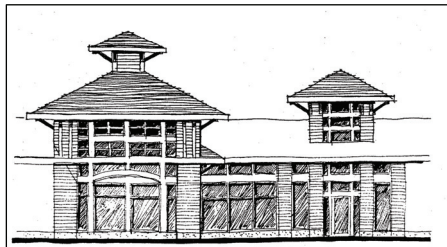
Bylaw 7650
2004/03/15

Commercial Development

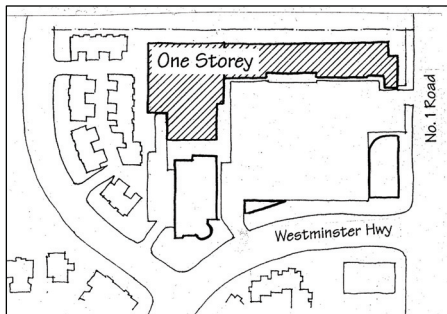
The following guidelines apply to commercial development as shown on the Development Permit Areas map in addition to the Guidelines located in Schedule 1 to this Bylaw.



Plaza



Massing



Building Heights

8.2.6 SETTLEMENT PATTERNS

- a) Locate a 595 m² (6,440 ft²) plaza at the south-west corner of the shopping centre extending from the building entry to the curb. (See Plaza Sketch);
- b) Develop an entry feature at the corner of No. 1 Road and Westminster Highway that provides a focal point to the shopping centre as well as a gateway to the Terra Nova neighbourhood. Although not limited to, suggested entry features include:
 - A water feature with accent planting and a Terra Nova Neighbourhood sign. The sign should be designed to reflect the northwest style of architecture used on the buildings. If the sign is lit, it should be done so in a manner that creatively and positively contributes to the nighttime impression of the area;
- c) Articulate the facades of the buildings on all four sides to create the appearance of a series of small scale commercial units that each have their own identity and interest without sacrificing the overall visual compatibility of the development. (See Massing Sketch);
- d) Ensure that the commercial units located in the northern portion of the site do not exceed 9 m (29.5 ft) in height or contain more than 1 storey with the exception of special entry features which should not exceed 10.21 m (33.5 ft.) in height. (See Building Heights Sketch);
- e) Add interest by constructing pitched roof forms at all public facades (i.e. facing No. 1 Road, Westminster Highway and the principal parking areas), except where otherwise concealed by landscaping.

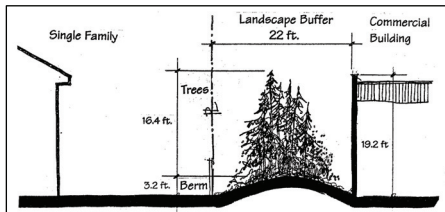
8.2.7 ARCHITECTURAL ELEMENTS

- a) Design individual store entrances in a highly visible manner through the use of landscaping and architectural features such as recesses and projections;
- b) Insulate the buildings along the northern property line to help minimize noise;

- c) Establish a northwest style of architecture and a sense of quality and solidity through the use of natural building material. Brick, stone, and wood siding all express a sense of quality and permanence. Stucco should only be used in combination with other natural materials, and should not be used within 1m (3.28 ft.) of the ground. Stucco should be treated to prevent discoloration and particular care should be taken in the detailing of north facing facades;
- d) Ensure that a variety of complementary colours are used on the buildings and street furniture;
- e) Conceal all mechanical equipment within the sloped roofs;
- f) Limit commercial signage that is well integrated into the building designs to:
 - Facade signs comprised on letters and logos affixed to the building, or in internally illuminated boxes - the latter to be limited to sign bands immediately above the main floor and second floor windows/doors or copy on awnings, and to consist of light-coloured or white text on a dark background;
 - Freestanding signs limited to directional signs and signs indicating the name and general nature of the services, to a maximum of 2 m (6.56 ft.) in height;

(These guidelines for commercial signage are to be used in addition to the Richmond Sign Bylaw requirements.)

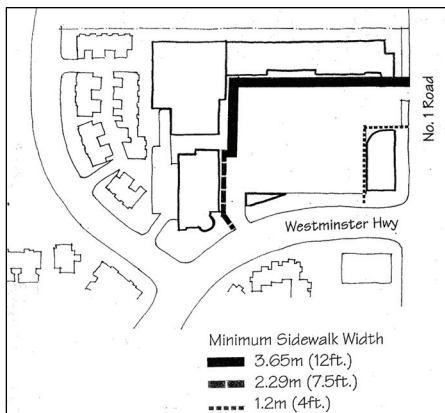
- g) Providing continuous weather protection over the store fronts by including either overhangs, canopies or awnings that are of a sufficient depth (minimum 2 m) to shelter outdoor displays, seating and walking areas on all the internal walkways except for the single building located at the corner of No. 1 Road and Westminster Highway.



Landscape Buffer

8.2.8 LANDSCAPE ELEMENTS

- a) Provide a minimum 6.7 m (22 ft) wide landscaped buffer between the commercial buildings and the backyards of the single-family homes (see Building Setback Plan accompanying Comprehensive Development District (CD/65) zone). A total of 111 conifers including Douglas Fir and Pine should be planted within a 1 m (3 ft) high berm. Sixty of these 111 trees are currently located on the site and should be relocated into the buffer area. The remaining 51 trees should be 5 m (16.4 ft) high at the time of planting. (See Landscape Buffer Sketch);
- b) Plant climbing vines on the rear exterior walls of the buildings located in the northern portion of the site;
- c) Provide a continuous sidewalk between the store fronts and the parking lot. (See Continuous Walkway Sketch);



Continuous Walkway

- d) Enhance the pedestrian experience along the internal sidewalk by:
- Providing low level landscaping planters along the building edge;
 - Incorporating low-level dog tying hitches to the planter boxes;
 - Using a special decorative paving treatment on the internal walkway sidewalk;
 - Expanding the width of the walkway by 3 m (9.84 ft.) into the parking area where feasible in order to provide seating areas in front of commercial units envisioned for restaurant use;
 - Providing benches, garbage containers and bicycle racks along the sidewalk at major building entries finished in a colour scheme complimentary to the building (The bicycle racks should be located within 15.0 m (49.02 ft.) of a principal building entry. The bicycle racks should be constructed of sturdy, theft-resistant material, securely anchored to the ground. The racks should be designed to support the bicycle frame, not just the wheels, and allow for both the frame and the front wheel to be locked to rack with an U-style lock);
 - Connecting the internal sidewalk to the perimeter trail system;
 - Ensuring that the sidewalks and thresholds are accessible to disabled people;
- e) Design the plaza to contain the following elements:
- A widened hard circular surface with a distinct paving pattern measuring at least 10.9 m (36 ft.) in diameter;
 - Benches and garbage containers;
 - Accent planting;
 - Decorative lighting;
 - A water feature;

- f) Construct a 6 m (19.6 ft.) wide trail along the southern perimeter of the site and a 5 m (16.4 ft.) wide trail along the eastern perimeter of the site capable of accommodating pedestrians and recreational cyclists. The southern trail should consist of 3 m (9.84 ft.) of hard walking surface located between a double row of street trees planted in two 1.5 m wide grassed boulevards. The eastern perimeter trail should consist of 2 m (6.56 ft.) of hard walking surface located between a double row of street trees planted in two 1.5 m grassed boulevards. The street trees should have a 8 cm (3.14 in.) calliper at the time of planting and be spaced no more than 7 m to 9 m apart. Honey Locust trees should be planted along the No. 1 Road trail and Ash trees should be planted along the Westminster trail. (See Perimeter Trail Sketch);
- g) Construct the walking surface of the trail with a decorative paving material;
- h) Use a highly textured paving material and raised crossings at driveways to alert pedestrians and motorists of crossings;
- i) Erect automatic gates at delivery entrance driveways to help ensure pedestrian safety along the trail;
- j) Include the curb cuts at the driveway entrances within the boulevards so that the sidewalks remain level;
- k) Erect low masonry walls or hedges along the perimeter of the site only if they do not exceed 1 m (3.28 ft.) in height measured at the highest elevation of the trail, and pedestrian access to shopping centre is not impaired at the corner of No. 1 Road and Westminster Highway;
- l) Soften the parking lot by planting 1 tree per every 3 parking spots so that after approximately 10 years after planting, at least 70 % of the parking lot will be covered by a canopy of leaves in the summer;
- m) Provide decorative lighting in the parking lot that is capable of accommodating hanging flower baskets with irrigation and/or banners. The colour of the lighting standards should be coordinated with the colour of the street furnishings throughout the development. Lighting should not exceed 3 foot candles at the north, west and south property lines;
- n) Screen the parked cars from the perimeter trail without compromising safety and surveillance by providing a slight change in grade and low shrubs at the edge of the parking lot. (See Screen Parking Sketch);

- o) Prepare a tree survey and hire an arborist to determine which of the existing trees on the site (in addition to the conifers used in the northern buffer area) can be retained or relocated on the site;
- p) Erect protective fencing around the trees that are to be retained before commencing with construction. The fencing should be shown on the Landscape Plans.

8.2.9 PARKING AND SERVICES

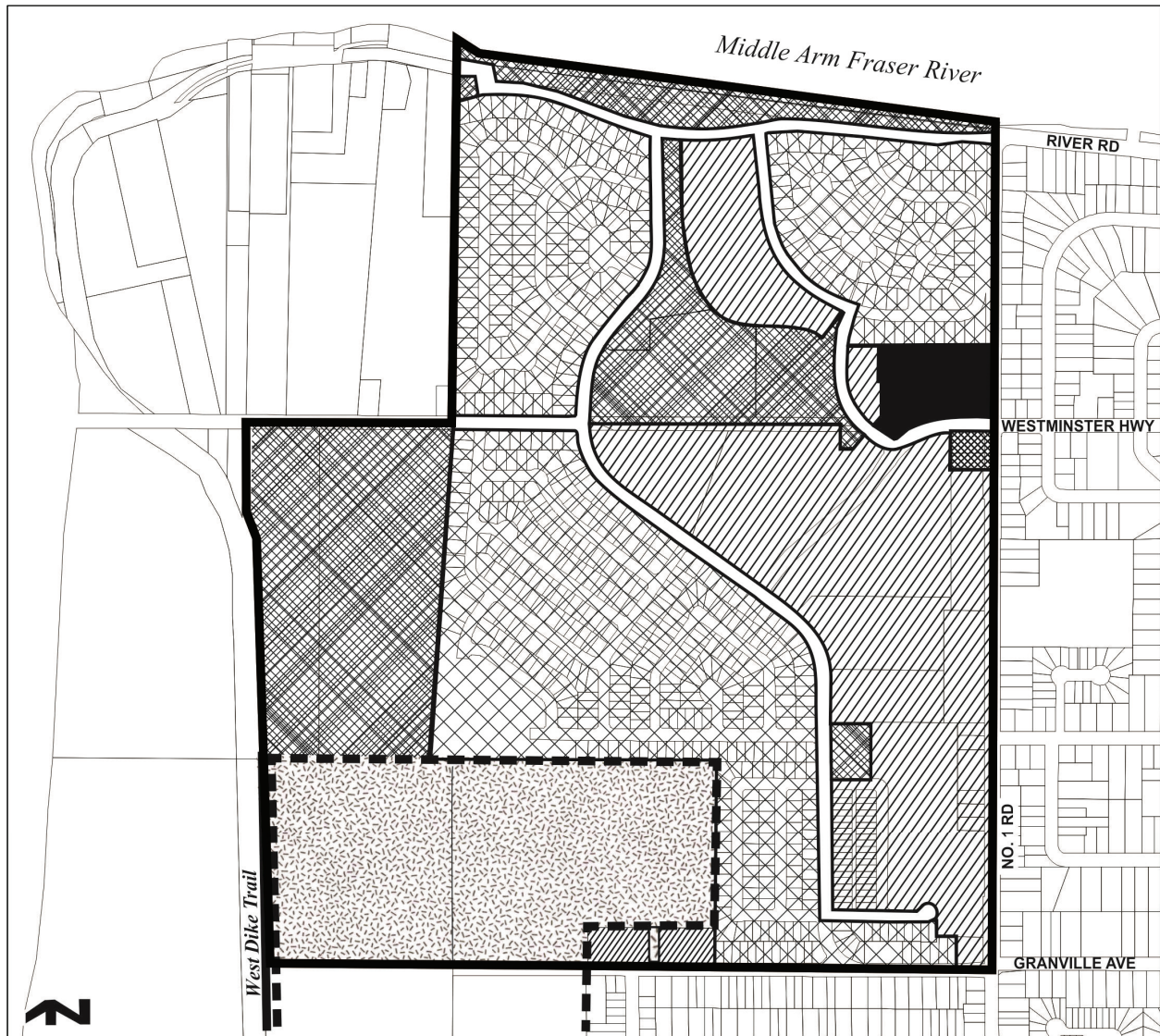
- a) Locate the garbage and recycling containers as well as utility metres in areas which do not visually or physically conflict with pedestrian traffic along the pedestrian circulation system. The garbage and recycling containers should be contained within an enclosed building;
- b) Provide on-site amenities such as an employee lunch room or lounge, employee locker and shower room, public washrooms, and bicycle parking and end-of-trip facilities;
- c) The bicycle parking and end of trip facilities should include the following:








- Parking facilities shall: be at-grade, have uniform 160 lux (min.) lighting which yields true colours; and, be within sight of building entry, elevator, and/or security;
- Bicycle rooms should provide: lockable door(s) with window(s); tamper proof, motion-activated security lighting; and unobstructed view of each room from its entry; and, facilities for no more than 20 bicycles per room (enabling owners to identify one another);
- Bicycle lockers shall: be constructed of solid, opaque, weather-proof and theft-resistant material, with no exposed fittings or connectors; have lockable doors which open to full height and width of each locker; be grouped together; not be located at the head of parking spaces; and, have clear minimum dimensions of:

Length	180 m (5.91 ft.)
End of Width at Door	0.60 m (1.97 ft.)
End of Width Opposite Door	0.22 m (0.72 ft.)
Height	1.20 m (3.94 ft.)

*Bylaw 7406
2002/10/21*

Land Use Map Bylaw 8874
2012/11/13



	Residential (Single Family)		Agriculture
	Residential (Townhouse)		Commercial
	Public, Institutional and Open Space		Mixed Use
			ALR Boundary

