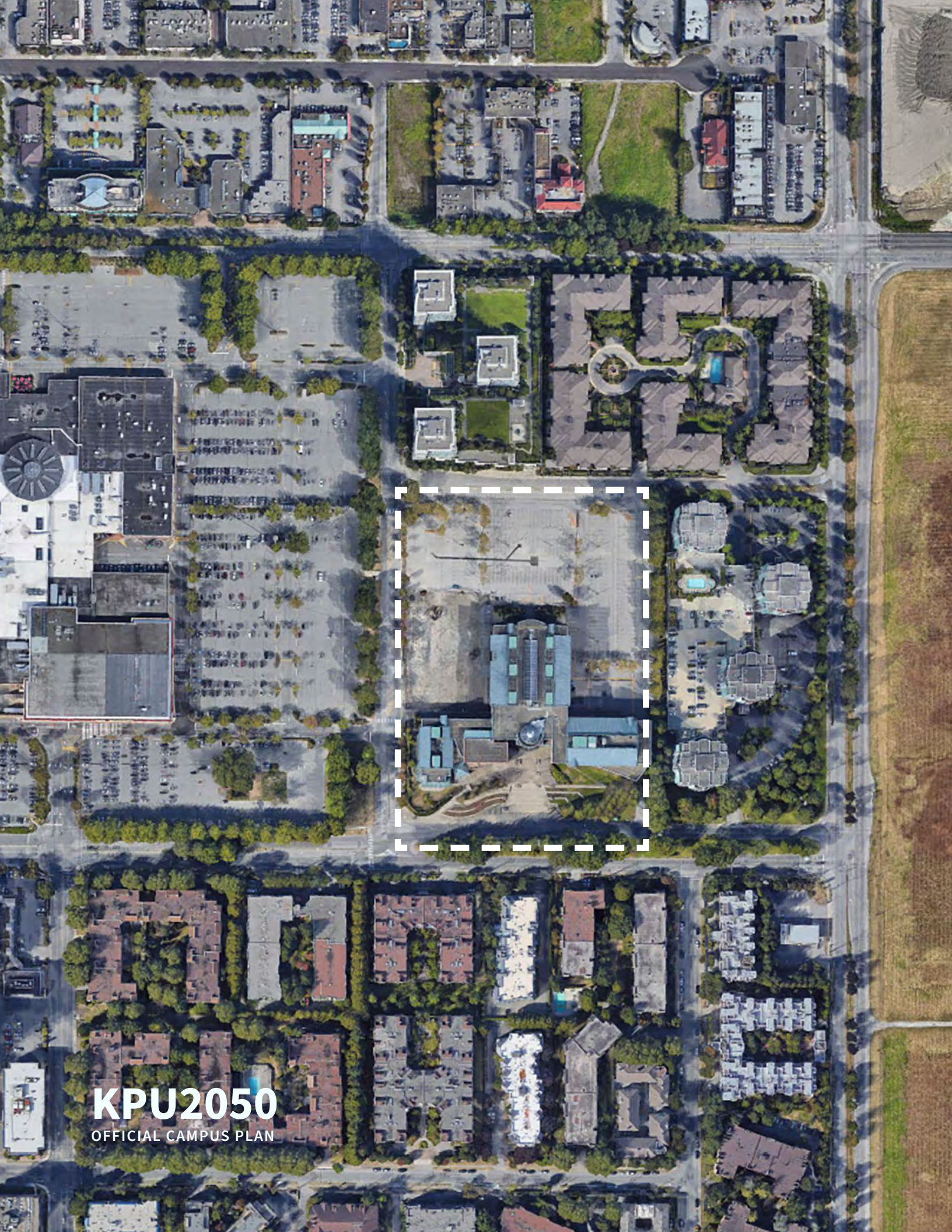


KPU 2050

# OFFICIAL CAMPUS PLAN

KPU RICHMOND PLAN





**KPU2050**  
OFFICIAL CAMPUS PLAN




# TABLE OF CONTENTS

SECTION	PAGE #
R.1 RICHMOND IN CONTEXT	R.9
R.2 RICHMOND CONCEPT PLAN	R.11
R.3 BUILT FORM FRAMEWORK	R.13
R.4 OPEN SPACE FRAMEWORK	R.23
R.5 MOVEMENT FRAMEWORK	R.33



## LIST OF FIGURES






<b>Figure 1</b>	KPU Richmond Campus Context	R.8
<b>Figure 2</b>	KPU Richmond Concept Plan	R.10
<b>Figure 3</b>	KPU Richmond Intermediary Concept Plan	R.11
<b>Figure 4</b>	KPU Richmond Existing Buildings, Proposed Buildings	R.14
<b>Figure 5</b>	Buildings front and animate street edges and primary pedestrian movement corridors	R.15
<b>Figure 6</b>	KPU Richmond Building Frontages and Entrances	R.16
<b>Figure 7</b>	KPU Richmond Height Scale and Massing	R.18
<b>Figure 8</b>	Generous space around the building is provided for landscaping, trees and site furniture	R.19
<b>Figure 9</b>	KPU Richmond Views and Landmarks	R.20
<b>Figure 10</b>	Views into the public realm are provided from upper-building levels	R.21
<b>Figure 11</b>	KPU Richmond Open Space Framework	R.22
<b>Figure 12</b>	Edge Landscapes Precedent	R.24
<b>Figure 13</b>	East-West Gardens Precedent	R.26
<b>Figure 14</b>	KPU Central Park Precedent	R.28
<b>Figure 15</b>	Kwantlen Street Precedent	R.30
<b>Figure 16</b>	KPU Richmond Street Hierarchy	R.32
<b>Figure 17</b>	KPU Richmond Transit and Cycling Circulation	R.34
<b>Figure 18</b>	KPU Richmond Road Typologies	R.36
<b>Figure 19</b>	KPU Richmond Campus Street	R.38
<b>Figure 20</b>	KPU Richmond Lane	R.39
<b>Figure 21</b>	KPU Richmond Campus Parking	R.40

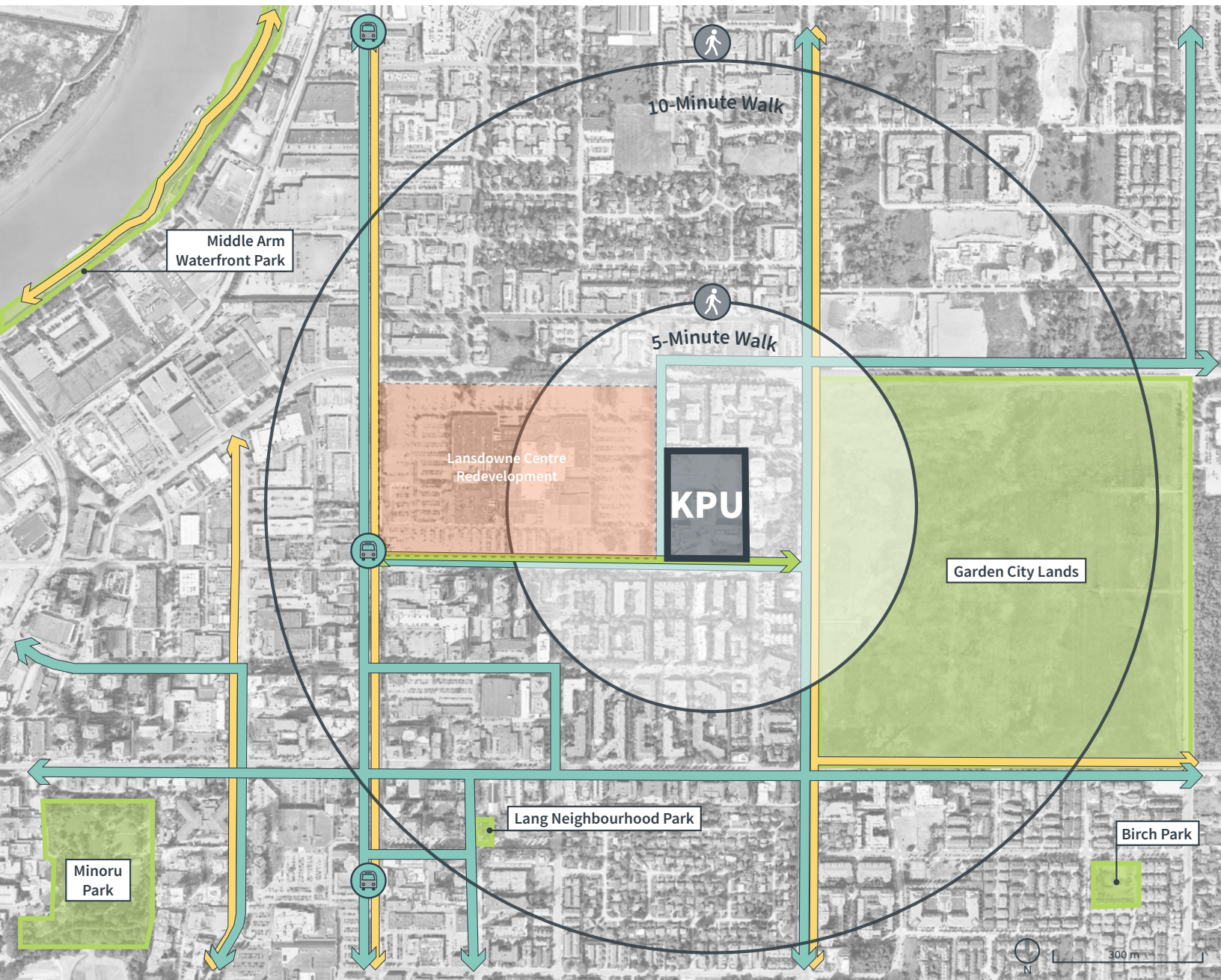


Illustrative rendering of the KPU Richmond campus conceptual design



## LEGEND

-  Walking Radius from Main Campus Building
-  SkyTrain Station
-  Transit Routes
-  Municipal Cycling Routes
-  Proposed Promenade



**Figure 1** — KPU Richmond Campus Context

# R.1

## Richmond in Context

### R.1.1. COMMUNITY PROFILE

The City of Richmond is expected to grow at an annual rate of 1.5% to reach a total population of 305,993 by 2041. This represents an additional 83,738 residents and accounts for 9% of total projected growth throughout the Metro Vancouver region. This rate is slightly higher than the annual projection for Metro Vancouver from 2017 to 2041 which is projected at 1.3%, aligning with the trend for migration away from Vancouver into other urban centres that offer relatively more affordable housing and ease of access by rapid transit.

The City is expected to continue aging similarly to most other regions in Metro Vancouver, with the largest amount of growth within the 45-54 and 75+ age groups, growing at annual rates of 2% and 5%, respectively. Overall, by 2041 the City can expect to have approximately 36,670 more people aged 75+. Strong growth is also expected to occur within the 34 to 44 age group, consisting of approximately 14,966 more residents by 2041. Those under 44 years old are the most likely individuals to look for higher density housing formats in Richmond City Centre.

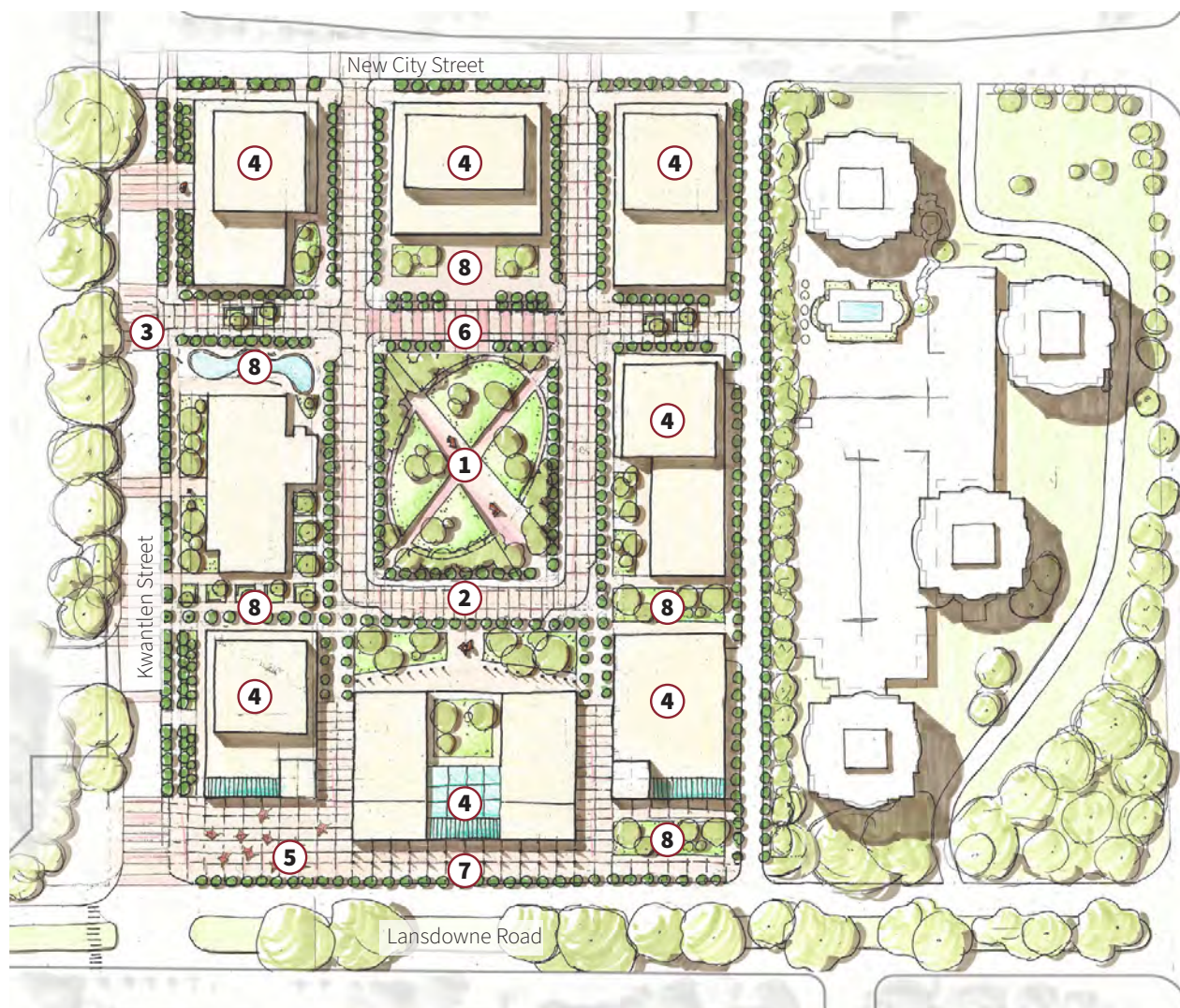
### R.1.2. SURROUNDING USES

The Richmond campus is located in Richmond's City Centre and is steps away from Lansdowne SkyTrain Station. As one of KPU's most urban campus settings, commercial amenities and medium density residential properties surround the campus.

The campus is located adjacent to Lansdowne Centre, a shopping mall that is currently in the process of being redeveloped into a master-planned, mixed-use community. Upon the redevelopment of the site, it will provide substantially more higher density housing, update its commercial offerings, and offer a variety of amenities and park space to the west of the campus.

Despite its urban setting, the Richmond campus benefits from close proximity to green spaces and parks. The Garden City Lands are a short, half-block walk away and Richmond Nature Park is approximately three kilometres to the east. Presently, the Sustainable Agriculture and Food Systems program uses the Garden City Lands for teaching and research demonstration purposes. The City's proposed promenade along Lansdowne Road will improve the connection to Garden City Lands so that it will become more visible, intuitive and accessible.

Beyond Garden City Lands, significant ecological areas are within five kilometres of the campus, including the Richmond Nature Park to the east and Middle Arm Park along the Fraser River to the north.



**Figure 2** — KPU Richmond Concept Plan

The Concept Plan aims to achieve the following goals:

- ① A new central park oasis in the heart of the campus
- ② An alignment of new campus streets that provide an efficient and connected layout for new buildings and open spaces
- ③ Multiple east-west linkages across an enhanced pedestrian oriented Kwantlen Street that has the potential to become a pedestrian-only street from the new campus street south to Lansdowne
- ④ Seven new building blocks surrounded by trees and landscaping offer potential for industry partnerships, research and/or academic programming, revenue generating uses, housing and amenities
- ⑤ A renewed frontage along Lansdowne Road with three new plazas and at-grade building entrances
- ⑥ An east-west pedestrian-only street in the north end of the campus with special paving, and fronted by unique open spaces
- ⑦ An east-west green promenade at the south end of the campus defined by trees, gardens, and enhanced landscaping fosters a stronger walking connection to the Lansdowne SkyTrain Station and the Garden City Lands.
- ⑧ Attractive, vibrant open spaces to support outdoor studying and learning, social gathering, art, and water features

# R.2

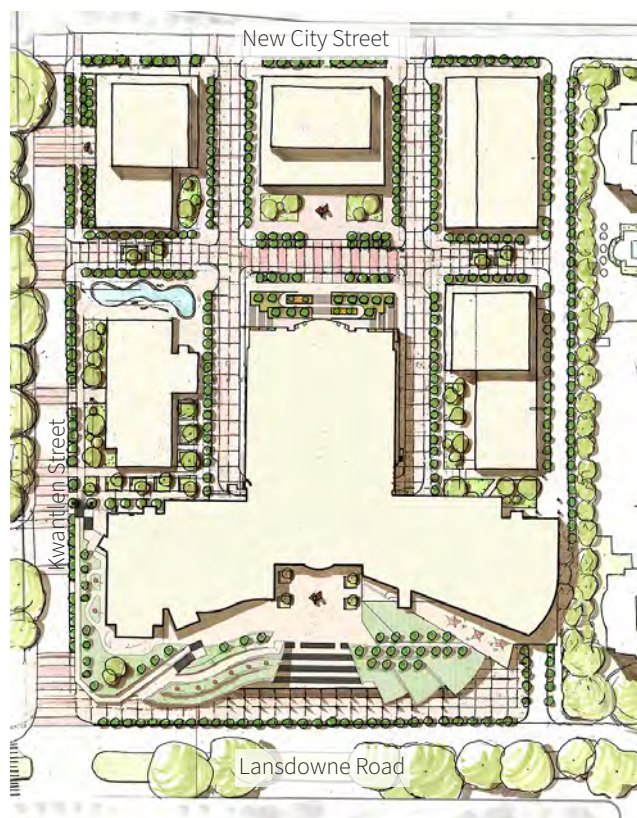
## Richmond Concept Plan

KPU Richmond is set in a rapidly evolving context. The redevelopment of Lansdowne Centre to the west will introduce exponentially more residents, amenities and open spaces to the neighbourhood and evolve the area to be more urban in character. As part of that development, Lansdowne Road is expected to transform into an east-west greenway, promoting walking and cycling through Richmond's City Centre.

With the Plan, the Richmond campus is transformed to play an integral role in this greater city building vision. It will become an attractive, connected, welcoming, and pedestrian-oriented neighbour and destination; a place for experiential learning; a place that fosters health and wellbeing; and, a place that showcases leadership in sustainability.

The Concept Plan visualizes a 2050 vision for the Richmond campus while also providing direction on the pathway needed to reach that vision from the campus today. The Plan provides an intermediary concept (Figure 2) that acknowledges the life span of the Richmond Main building and proposes that further assessment of the building be undertaken to identify the costing and sustainability implications of replacing the building. As well, the intermediate concept visualizes campus improvements such as vibrant open spaces, accessible pedestrian linkages and new buildings and amenities, all while the Richmond Main building continues to operate.

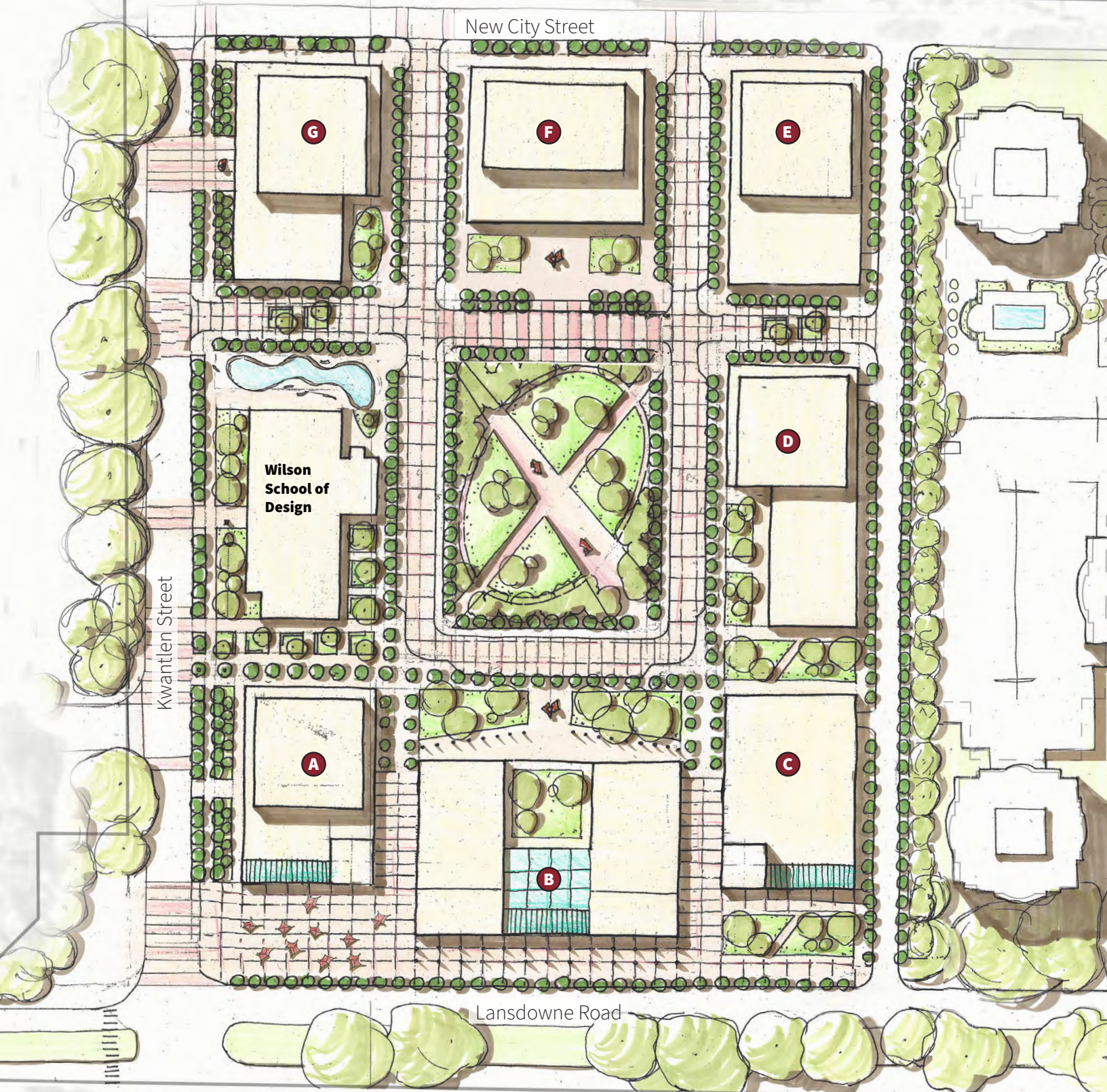
By the year 2050, it is anticipated that the Concept Plan (Figure 3) will respond to the evolving context surrounding the campus by providing a new face to the future Lansdowne Centre community, building on the development of the Chip and Shannon



**Figure 3** — KPU Richmond Intermediary Concept Plan

Wilson School of Design. It orients campus streets and pedestrian linkages to create continuous east-west pedestrian connections across Kwantlen Street, to the SkyTrain station and beyond. The Plan creates a stronger presence on Lansdowne Road, with welcoming and accessible new buildings, and multiple entrances and linkages into the campus. It provides quality public spaces that support pedestrian animation and responds to the enhanced Lansdowne greenway.

The Concept Plan provides development options that can address not only the needs of the Richmond campus, but also the needs of the community through unique amenities and services, and through community and academic partnerships.



# R.3

## Built Form Framework

The Built Form Framework for the Richmond campus proposes up to seven new building sites that facilitate a harmonious relationship between open spaces, circulation routes and new buildings.

The Built Form Framework creates a vibrant streetscape with new street frontages along Kwantlen Street, Lansdowne Road and a new city street directly north of the campus. It brings animation to the public realm by framing new and existing open spaces with active ground floor uses. To make this possible, parking is consolidated into structured or below-grade parking as part of new development. The new buildings provide opportunities to increase academic use, support new open spaces, add new services and amenities, introduce student residential options, define new gateways into the campus, and support external industry partnerships and synergies.

The following sections provide direction on the desired location, orientation, placement, character, and general height and massing of new buildings.

The siting of buildings focuses on:

- Strengthening frontages on Kwantlen Street
- Emphasizing an eventual at-grade entrance on Lansdowne Road
- A new central park that forms part of the campus heart
- Creating new opportunities for a diversity of uses on the campus
- Creating a more compact and complete campus environment with amenities and services
- Bolstering identity and campus
- Reflecting the increasing urbanization occurring within Richmond City Centre



All recommendations included in this framework must be reviewed in conjunction with Sections CP.5, CP.6, CP.7 and CP.8.

LEGEND

- Existing Buildings
- Proposed Buildings

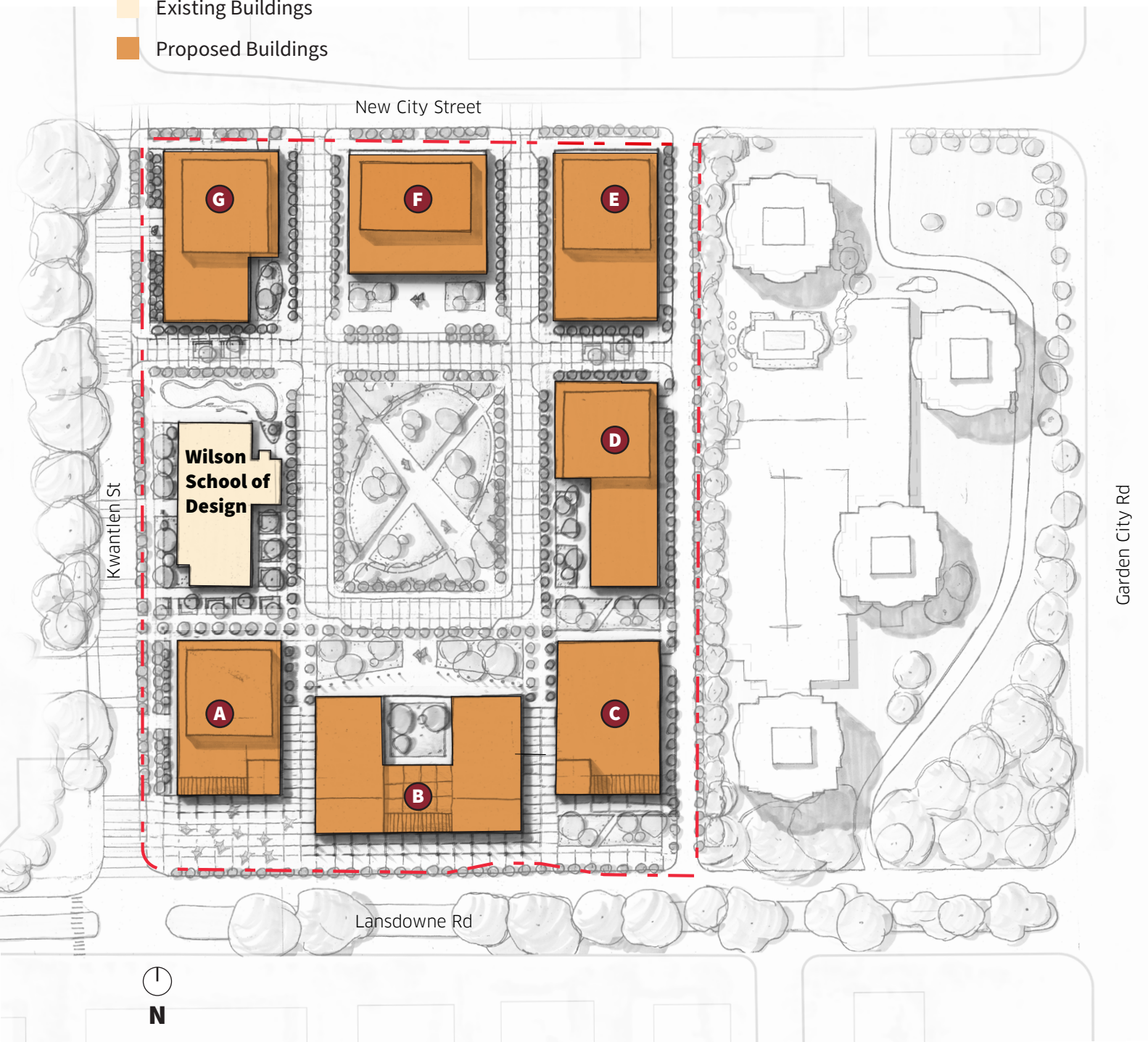


Figure 4 — KPU Richmond Existing Buildings, Proposed Buildings

### R.3.1. EXISTING AND PROPOSED BUILDINGS, BUILDING ORIENTATION AND PLACEMENT

The campus is structured by two east-west and north-south spines that create an urban grid pattern of development blocks. The Plan structure reflects an efficient use of limited development space on campus, allowing for increased building opportunities, a significant central open space, plazas, and gardens; and a highly accessible and permeable campus. New buildings frame the Central Park open space and add vibrancy to the neighbouring streets. They are also oriented to bring vibrancy to the internal campus streetscape and animate open spaces.

The orientation and placement of buildings foster a safe campus environment by providing “eyes” on the internal and external streets public realm. The placement of buildings framing the campus edges also bolsters KPU’s identity by creating a distinct sense of academic place and intimacy within an urban context.



**Figure 5** — Buildings front and animate street edges and primary pedestrian movement corridors

### ► Recommendations

- Establish a compact form of development to make efficient use of the Richmond campus lands
- Buildings A, B and C should be oriented to create a welcoming and grade-level gateway entrance to the campus, celebrating in particular the southwest corner as a key connection to the Lansdowne SkyTrain station
- Buildings A and G should support the Chip and Shannon Wilson School of Design building by similarly defining the Kwantlen Street edge and contributing to the public realm
- Orient buildings D and E to frame and support the Central Park and adjacent open spaces, as well as serve as possible consolidated locations for vehicular parking and centralized shipping and receiving
- Building F should contribute to the north edge of the campus and the central vehicle access and egress, as well as take advantage of its southern exposure to provide an extension of the Central Park
- Buildings with multiple frontages should orient primary entrances to the external streets, and secondary entrances to the internal streets and open spaces
- Site and orient all buildings to maximize opportunities for the creation of open spaces that contribute to a functioning ecosystem
- Engage with Indigenous Peoples in the design and development of new buildings on campus to integrate Indigenous design principles and representation

LEGEND

- Frontages
- Entrances

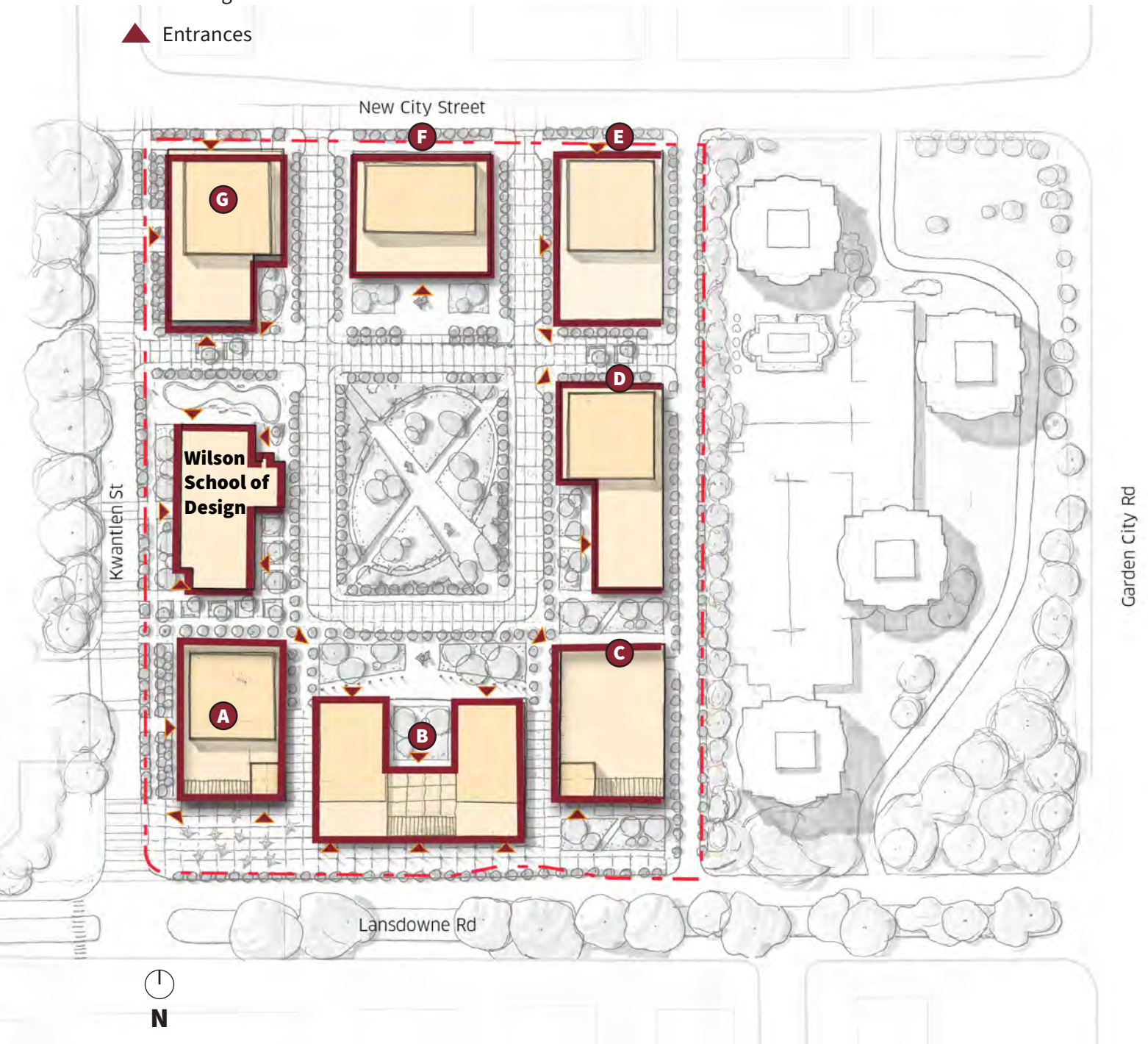


Figure 6 — KPU Richmond Building Frontages and Entrances

### R.3.2. FRONTAGES, ENTRANCES, AND TRANSPARENCY

In the Richmond Concept Plan, the buildings are either oriented to the streets or open spaces. Only the east buildings have access to the service lane. As such, for the majority of buildings, all sides should be designed to front and have clear views onto the public realm, provide multiple points of access, and provide a high degree of building transparency at-grade.

These building design elements allow for ease of wayfinding and internal and external circulation through the campus. They create buildings that are welcoming and pedestrian-friendly because they have a direct relationship to the public realm both physically and visually. Having multiple doors and at-grade transparency creates a safe and comfortable campus environment as there are many ways to get into a building and there are “eyes” on the surrounding public realm.

#### ► Recommendations

- Engage local Indigenous Peoples to integrate Indigenous architectural design features in the landmark gateway buildings or to design a signature landmark building that represents Indigenous principles
- Provide clear primary entrances for buildings A and G to Kwantlen Street
- Design frontages along Kwantlen Street to respond to a pedestrian-only city street:
  - Provide ground level transparency and spaces that allow for a high degree of animation and amenity uses such as retail, social gathering, and gallery space
  - Provide a degree of transparency for the upper levels to allow for long views to the adjacent lands and beyond
- Design frontages along Lansdowne Road for buildings A, B and C to respond to the new Lansdowne Plaza open space and Lansdowne greenway
- Provide multiple entrances onto the east-west plaza open space facing Lansdowne Road
- Provide an enhanced and clearly articulated corner entrance in Building A to respond to pedestrian flow from the Kwantlen and Lansdowne plaza corner
- Provide ground level transparency and spaces in the building frontages that allow for animation and amenity uses such as spaces for study, social gathering, gallery, retail, a welcome centre, and expanded student services
- Provide multiple entrances and a high degree of transparency onto the Central Park, the East-West gardens and pedestrian spines
- Consider locating entrances at the corners of buildings A C, E and G to provide direct access to the central park
- Align main entrances of buildings (from one to another) creating direct paths to minimize travel distances from indoors to outdoors in inclement weather
- Avoid large blank walls or uninterrupted building masses
- Consolidate and integrate service and parking entrances into the architectural design of the building’s façade to avoid “back-door” conditions

LEGEND

# Proposed Building Storeys

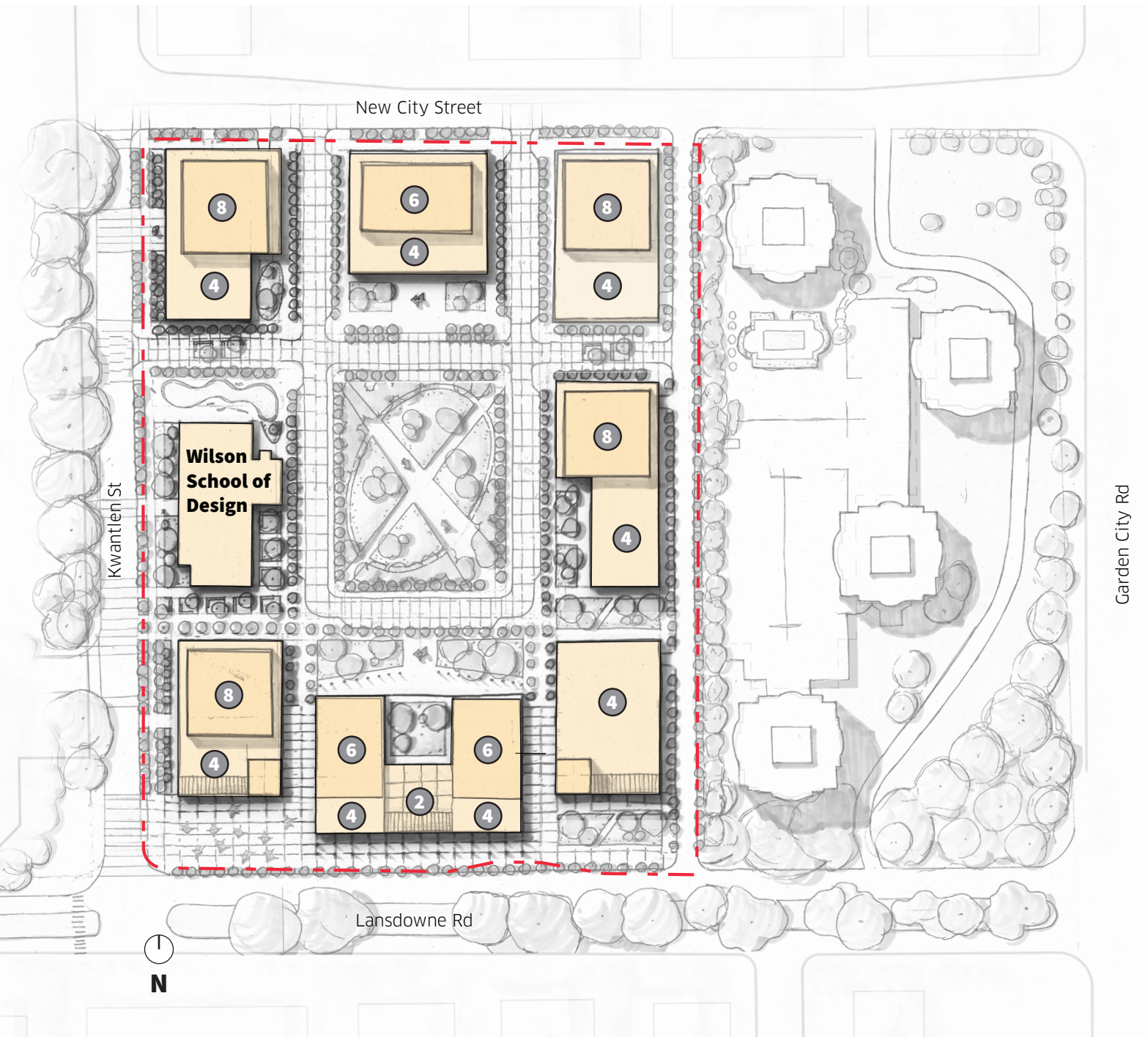


Figure 7 — KPU Richmond Height Scale and Massing

### R.3.3. HEIGHT, SCALE, AND MASSING

As it sits within a high density existing and future context, the opportunity for increased height on the Richmond campus should be considered, especially to create a distinct place and to support wayfinding and identity at key locations on campus. That said, as a compact campus, the height, scale and massing of buildings should be carefully designed to create a comfortable pedestrian environment that does not feel dominated by the built form, that allows for multiple views and view corridors into and out of the campus, and accommodates a generous public realm.

The placement of building height, a building's scale and massing, and balance of open spaces must work together to create a welcoming "human-scale" environment. The buildings allow for maximum amounts of internal and external sunlight, and create a seamless circulation flow between buildings and the open space.

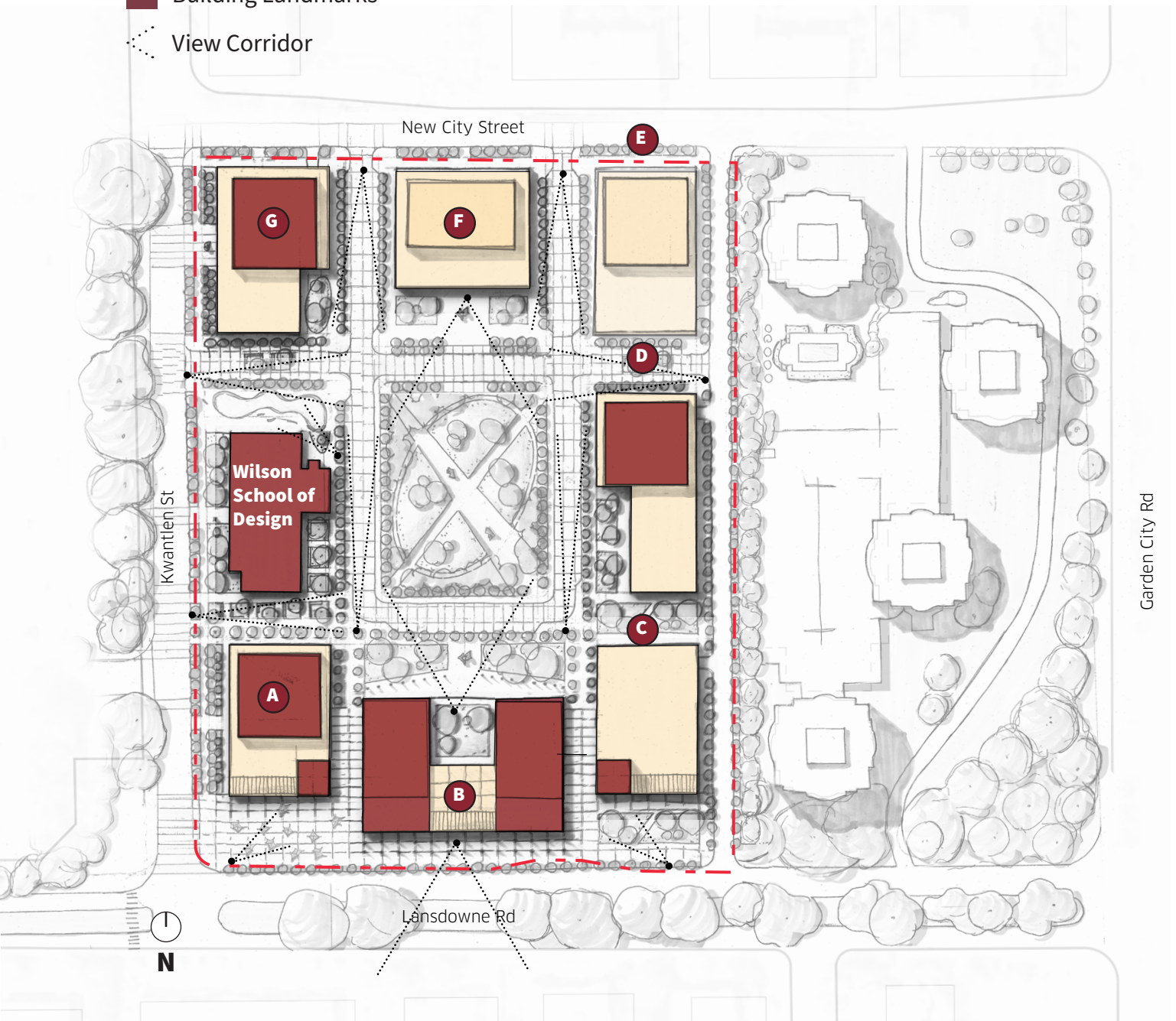
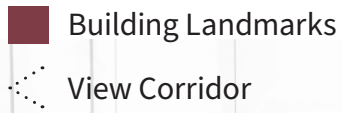
#### ► Recommendations

- Consider additional height for buildings A and G that are positioned at prominent gateway intersections, such as Kwantlen Street and the new city street, and at the intersection of Kwantlen Street and Lansdowne Road
- Allocate height for buildings A, B, and C to minimize the shadow impact on the central quad open space
- Minimize the shadow impact for buildings adjacent to the lower-height multi-family residential development to the north of the campus
- For all new building blocks, scale and mass buildings to allow for generous and useable surrounding open spaces for places to sit, study, learn, socialize, and gather around the buildings
- Allow for generous space around the buildings for landscaping, trees and site furniture
- Mass buildings to increase the amount of campus open space with terraces for roof gardens, food gardens, and useable social space



**Figure 8** — Generous space around the building is provided for landscaping, trees and site furniture

## LEGEND



### Figure 9 — KPU Richmond Views and Landmarks



**Figure 10** — Views into the public realm are provided from upper-building levels

#### R.3.4. BUILDING VIEWS AND LANDMARKS

The design of the built form should focus on maximizing views onto the public realm and especially the Central Park, Kwantlen Street and the south plaza along Lansdowne Road. Because the campus is compact, the buildings should be designed to take advantage of long external views. The location of landmark or iconic buildings are important on the Richmond campus to build identity and a stronger presence in a growing urban context, and to support wayfinding to the campus and on campus.

#### ► Recommendations

- Design landmark frontages of buildings for buildings A and G along Kwantlen Street and Lansdowne Road to signify the gateway into the campus
- Provide long view opportunities from the upper levels of buildings to the public realm and beyond the campus
- Buildings that terminate key views to and into the campus should be designed to be iconic with distinct building articulation
- All buildings at the key gateway locations should be designed considering height, orientation, and massing to create distinct campus landmarks
- Orient and mass buildings to frame views onto the public realm
- Engage with Indigenous Peoples to incorporate Indigenous architectural design features as distinct campus landmarks

## LEGEND

- |  |  |
|--|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #8B4513; border: 1px solid black; margin-right: 5px;"></span> Edge Landscapes   | <span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Central Park    |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #A52A2A; border: 1px solid black; margin-right: 5px;"></span> Plazas            | <span style="display: inline-block; width: 15px; height: 15px; background-color: #D2B48C; border: 1px solid black; margin-right: 5px;"></span> Pedestrian Mews |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #FF8C00; border: 1px solid black; margin-right: 5px;"></span> Forecourts        | <span style="display: inline-block; width: 15px; height: 15px; background-color: #FFD700; border: 1px solid black; margin-right: 5px;"></span> Streetscapes    |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #FF4500; border: 1px solid black; margin-right: 5px;"></span> East-West Gardens |  |



Figure 11 — KPU Richmond Open Space Framework

# R.4

## Open Space Framework

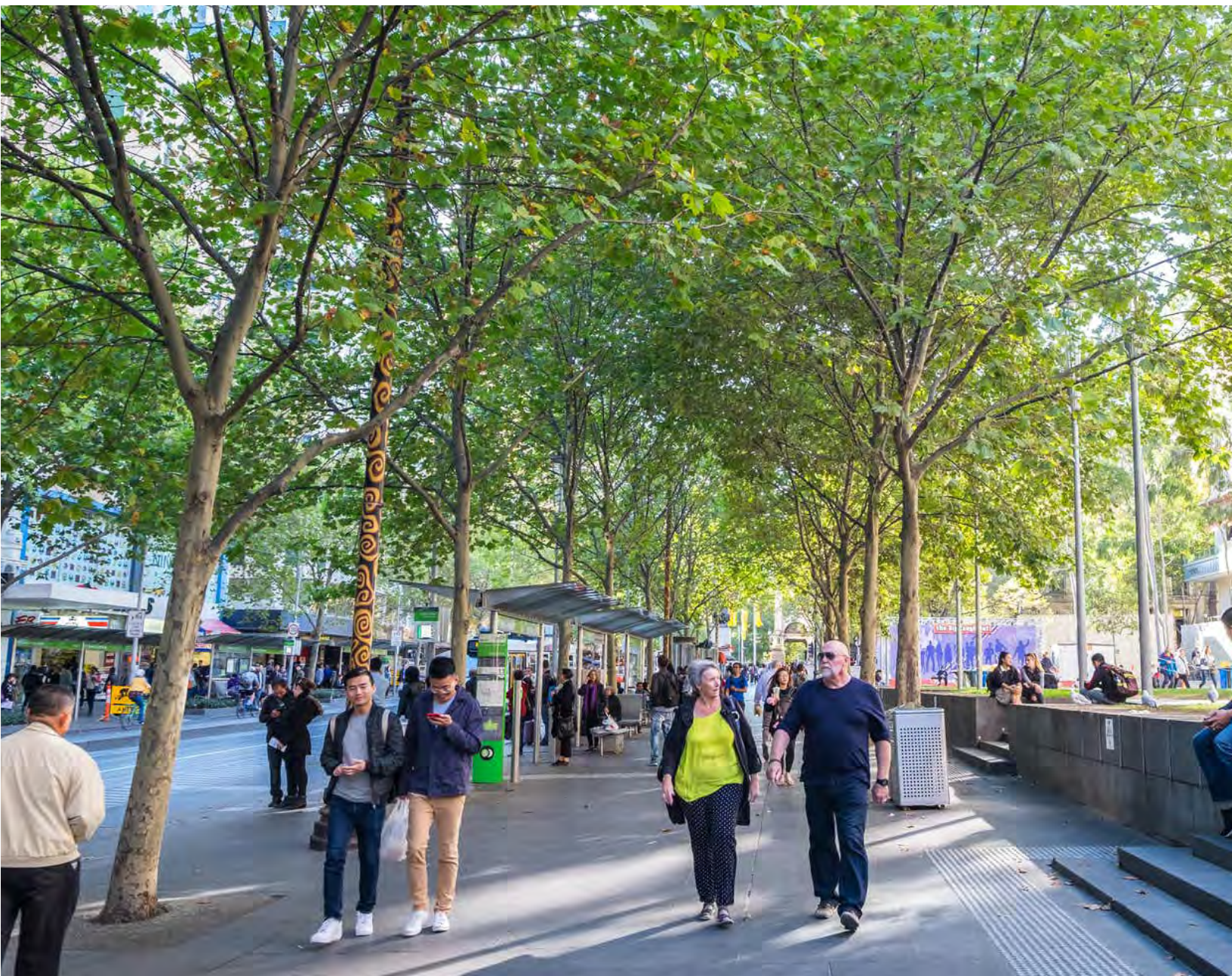
The network of open spaces on the Richmond campus are important to create a balance of green spaces within the urban campus context. The open spaces are significant contributors to campus beautification, enjoyment, wellness, art and culture, creating habitat, and learning and demonstration opportunities. They provide opportunities to demonstrate sustainability and Indigenous principles and initiatives.

As part of the open space network, the design of the public realm should respond to the pedestrianization of Kwantlen Street and to enhancing the City's vision for Lansdowne promenade and greenway. The landscapes should create a positive transition to existing and future adjacent development and contribute to the function of the urban ecosystem.

Each of the diverse open space typologies described in the following section perform a distinct function, but work as a connected network to realize the vision for the campus.



All recommendations included in this framework must be reviewed in conjunction with Sections CP.5, CP.6, CP.7 and CP.8.



**Figure 12** — Edge Landscapes Precedent

### R.4.1. EDGE LANDSCAPES

The edge landscape refers to the landscape condition that borders the campus. The goal of the edge landscape is to create a welcoming face to the campus while improving upon pre-existing pedestrian pathways that connect beyond the campus. The relationship of the edge landscape to the new development across Kwantlen Street will be especially important to the creation of a welcoming campus.

#### ► Recommendations

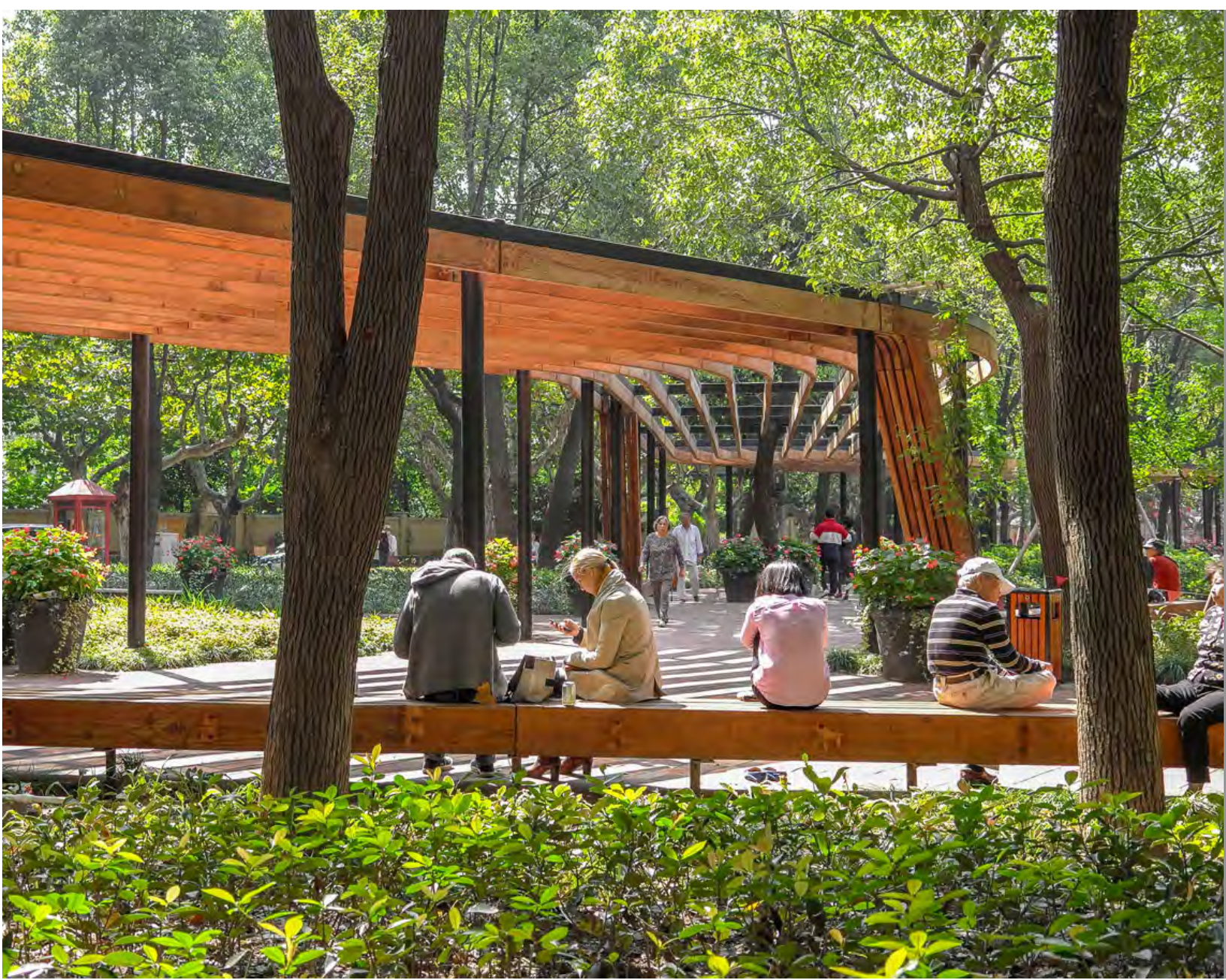
- Work with the City to provide a continuous row of street trees along Kwantlen Street and the new street north of the campus
- Enhance the City's greenway initiative for Lansdowne by providing additional trees to frame the Lansdowne plaza and add to the overall tree canopy
- Provide a green buffer between the service lane and the adjacent east residential development

### R.4.2. PLAZAS

The Richmond campus plazas are intended to function as the places to gather, host academic and community functions, locate permanent and temporary art and unique landscape features, and support academic demonstration and experiential learning.

#### ► Recommendations

- Design the north plazas as connected and seamless extensions of the east-west Pedestrian Mews
- Design the Lansdowne Plaza, as the formal front door to the campus. For the duration of the lifespan of the existing main building, enhance the west corner of the existing plaza to improve campus identity and to make the exterior landscape more attractive, universally accessible, open, and useable
- Provide opportunities to locate public art and unique features such as water
- Design with appropriate infrastructure to accommodate temporary fixtures such as event tents, band stands and staging equipment
- Design the plazas with special pavers to create distinct places on campus, especially at the south-west campus corner
- Program the plaza with community and campus events



**Figure 13** — East-West Gardens Precedent

### R.4.3. FORECOURTS

Forecourts are intimate landscape areas that front buildings and delineate their entrances using hard and soft landscape treatments.

#### ► Recommendations

- Mark building entrances with unique paving patterns
- Allow space for congregation and queuing at the entrance of buildings
- Provide spaces for seating and places to integrate art
- Create a high level of transparency at-grade and lighting to create safe animated forecourt spaces

### R.4.4. EAST-WEST GARDENS

The East-West Gardens, located at the south areas of the campus, is a pedestrian-only passageway through the campus defined by a series of garden spaces. Unlike the Mews, it is intended to be less urban and more green and intimate in character. The Gardens provide an opportunity for campus beautification, unique landscape display, agri-gardens, Indigenous gardens, demonstration gardens, and Low Impact Development (LID) stormwater management such as bioswales and rain gardens. It is also a place to display permanent or temporary art and to integrate water features.

#### ► Recommendations

- Contribute to the vitality of the urban ecosystem when choosing plants for the East-West Gardens
- Design the gardens to allow for both permanent and temporary display
- Provide seating and places for viewing, studying, socializing, and enjoyment of the gardens
- Provide lighting for enjoyment of the gardens during evening hours
- Seek collaboration with faculty members, KPU Facilities and Indigenous Peoples to design these spaces
- Consider opportunities to showcase student projects and sustainability demonstration projects within these gardens



**Figure 14** — KPU Central Park Precedent

#### R.4.5. KPU CENTRAL PARK

The heart of the campus is defined by a large open space called the Central Park. The large park is envisioned as the main central gathering space, as the “social condenser,” a destination for the campus community as well as the surrounding community to come together and enjoy. The park is a flexible space for a variety of activities such as tossing a flying disc, convocation, or hosting an event.

##### ► Recommendations

- Provide trees to frame and shade the open space and to provide wind and weather protection throughout the seasons
- Design pathways through the park to connect to buildings and other open spaces
- Design to allow for clear views through the park
- Explore KPU and community programmatic opportunities to keep the park active year-round
- Locate active uses at the edges of the park
- Engage Indigenous Peoples to integrate Indigenous design principles in the design of the park and/or to locate a signature Indigenous art piece in the heart of the campus

#### R.4.6. PEDESTRIAN MEWS

The east-west Pedestrian Mews is a pedestrian-only passageway through the campus that is urban in character. It is aligned with a future pedestrian passageway in the Lansdowne Centre development to create a continuous and connected corridor that terminates at the campus. The Mews is intended to function as the main pedestrian entryway into the campus from Kwantlen Street and creates a spine that links the north plazas and the Central Park.

##### ► Recommendations

- Design the Mews with special paving, lighting, trees and landscaping to create a distinct open space
- Provide places for seating, bike parking, and art
- Provide opportunities for a variety of programs and events such as a market place, large gatherings, space to demonstrate academic work and display art



**Figure 15** — Kwantlen Street Precedent

## R.4.7. CAMPUS STREETSCAPES

Vehicular circulation is minimized on the Richmond campus allowing for a single circulation route into and out of the campus. The character of the campus streetscape prioritizes pedestrians while allowing vehicular movement and parking, it is intended to function as a continuation of the plaza spaces and the park.

### ► Recommendations

- Provide seating, a continuous row of trees, lighting, and bike parking within the streetscape
- Only permit short-term on-street parking to maintain a pedestrian-priority campus environment
- Design campus streets to reduce traffic speeds with rows of street trees and reduced travel lane widths
- Design campus streets using special paving, enhanced landscaping, pedestrian scaled lighting and street furniture. Refer to the Movement Framework for greater detail on the street cross-section

### R.4.7.1. Kwantlen Street

The Plan envisions Kwantlen Street as a pedestrian-priority street that can be closed off for community and ceremonial events.

### ► Recommendations

- Advocate for raised pedestrian crossings marked with coloured unit pavers to promote fluid and safe connection across Kwantlen Street
- Advocate for collapsible bollards for temporary closures of the streetscape
- Work with the City of Richmond and TransLink to make a pedestrian-only street

### R.4.7.2. Campus Laneways

#### ► Recommendations

- Design the campus laneway to accommodate safe pedestrian circulation
- Provide quality design so that the laneway is in keeping with the overall design quality of the campus and public realm
- Provide lighting, wayfinding signage, trees and landscaping to create a safe and welcoming pedestrian passageway
- Provide landscaping to buffer the laneway service activities from the adjacent residential community

## R.4.8. ART OPPORTUNITIES

Opportunities for public art should be a key component of public realm design.

### ► Recommendations

- Create a “public art walk” along the pedestrian mews

## LEGEND

- City Road
- Primary Campus Street
- Service Lane
- Pedestrian Paths
- Campus Gateways
- Vehicular Access/Egress
- Pedestrian Access/Egress

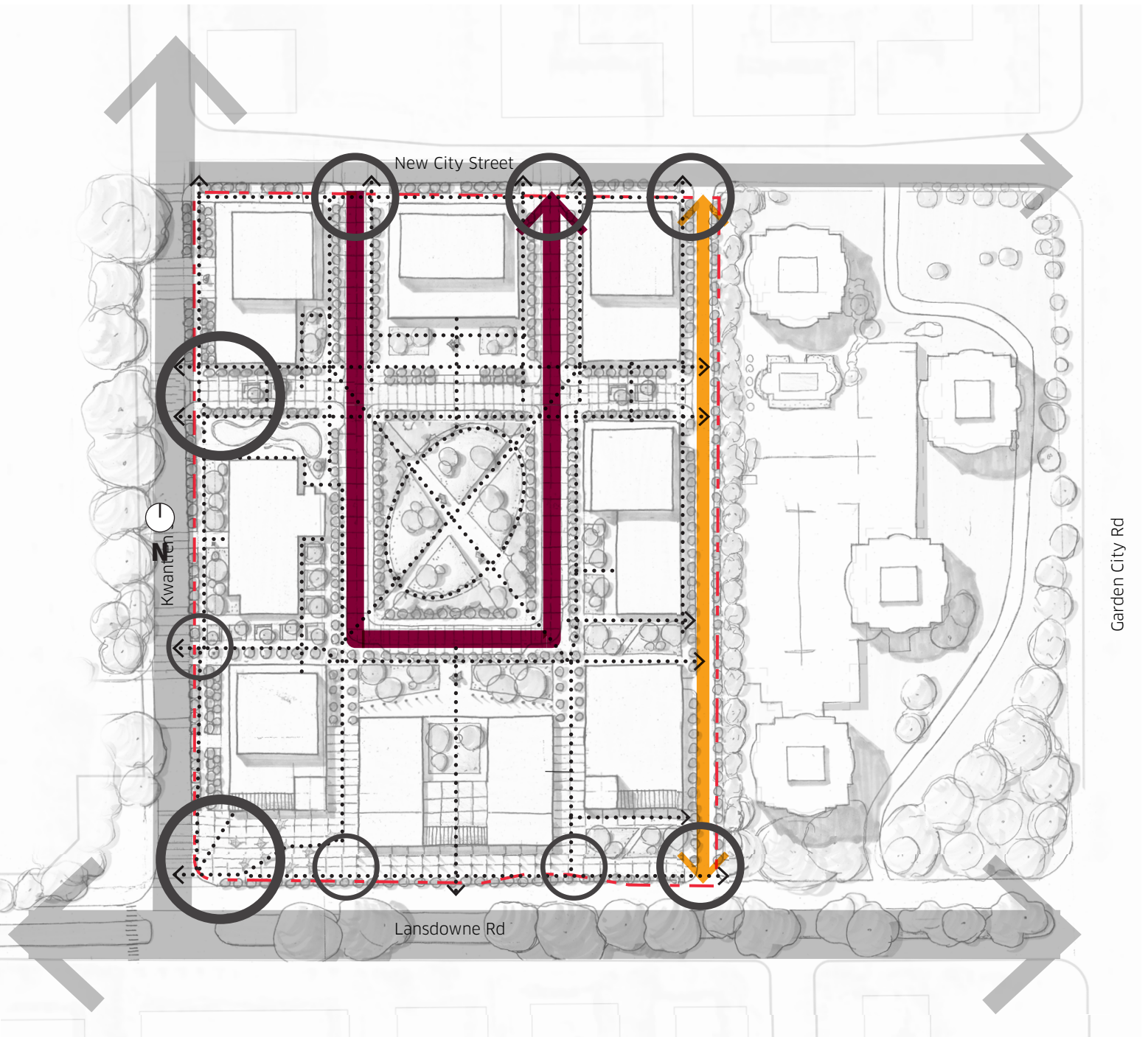


Figure 16 — KPU Richmond Street Hierarchy

# R.5

## Movement Framework

The Movement Framework for the Richmond campus responds to a pedestrian-oriented environment. The Plan maximizes pedestrian circulation, identifying key gateways focused on pedestrian entry as opposed to vehicular entry. The Plan minimizes vehicular circulation and surface parking, and consolidates servicing, giving priority to new building development and the pedestrianization of the campus space.

As such, vehicular movement is delegated to a single one-way route through the campus accessed from the new north city street. All buildings are accessed with layby parking for short term drop-off and pick-up, below-grade and structured parking is provided for longer term stay on the campus. Servicing is concentrated on the east side of the campus via a dedicated service and emergency access lane which provides access to centralized building and maintenance services and below-grade parking. The majority of the public realm is for pedestrian circulation through the campus.

Richmond benefits from its urban context, including new proposed residential density at the Lansdowne Centre site, and walking distance to Lansdowne SkyTrain Station. Continuing to align the Richmond campus with more sustainably focused transportation outcomes requires the careful consideration of all components of a trip, from origin to destination, and back again. A priority for the Richmond campus will be to introduce Transportation Demand Management (TDM) strategies to foster greater connectivity with KPU's other campuses, and focus on policies and investments that encourage walking, cycling and public transit.



All recommendations included in this framework must be reviewed in conjunction with Sections CP.5, CP.6, CP.7 and CP.8.

### R.5.1. CAMPUS GATEWAYS

In addition to their role as access points, the campus gateways offer an important opportunity to identify the key function and priority travel modes at each particular location. The various gateways need to properly consider how all people arrive and depart the campus, as well as the goods and services necessary for the campus to operate efficiently.

The existing Richmond campus benefits from the direct vehicular access to Kwantlen Street and Lansdowne Road. The campus' existing pedestrian network benefits from sidewalks around the perimeter of the site and signalized pedestrian crossing facilities to the southwest corner of the campus. The accessibility of the campus to transit is arguably its most important feature from a movement perspective.

#### ► Recommendations

- Future campus gateways should build on connections to the west towards Lansdowne SkyTrain station via the new Lansdowne Centre development
- The northern gateway should be framed by sidewalks, street trees, KPU signage and public art that instill a sense of identity and pride of place

## LEGEND

-  Transit Route & Stop
-  Future City Cycling Route
-  Existing City Cycling Route
-  Campus Cycling Route
-  Pedestrian Circulation

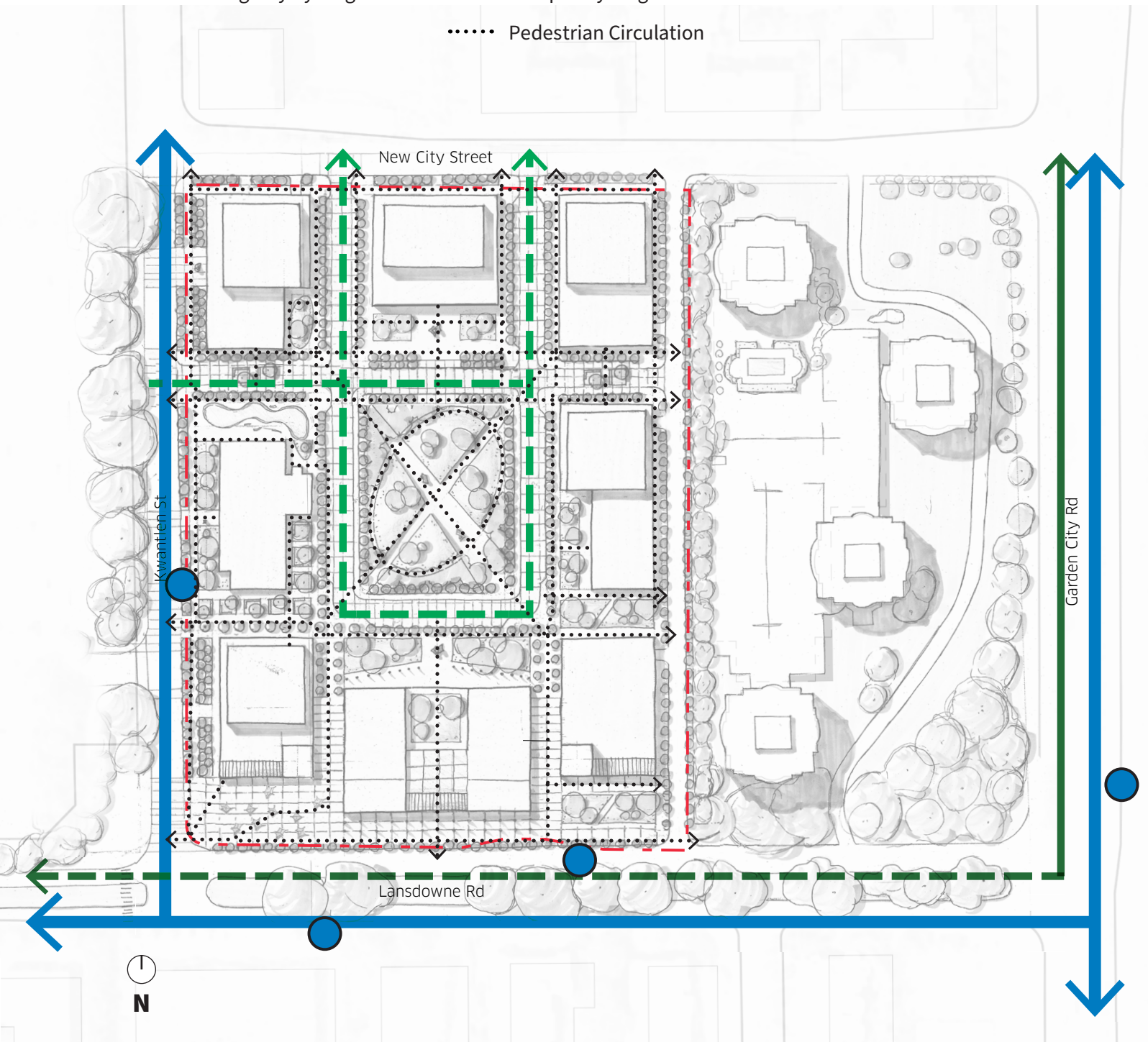


Figure 17 — KPU Richmond Transit and Cycling Circulation

### R.5.2. PEDESTRIAN PATHS

The scale of the Richmond campus allows for a very pedestrian and intimate character of place. As such, pedestrian circulation is predominant and the grid structure of the campus allows for straight forward connections to and through campus.

#### ► Recommendations

- Provide clear circulation routes that align with the campus grid structure
- Provide direct path connections from the city streets to the main building entrances
- Create a connected network that links all indoor circulation routes with the outdoor circulation routes
- Provide weather protection through building and landscape design such as building and tree canopies to enhance the outdoor walking experience
- Provide seating, lighting, and furnishings along all walking routes to create a safe 24/7 and comfortable walking experience
- Align key pedestrian pathways with the adjacent Lansdowne Centre development and key building entrances on KPU campus to provide direct routes for efficient circulation between the Lansdowne SkyTrain Station, Garden City Lands, and other amenities

### R.5.3. BICYCLE CIRCULATION AND AMENITIES

In future, the campus will be well served by city cycling facilities along neighbouring streets or in close proximity to the campus. The Plan responds by providing amenities on the campus to encourage cycling as a primary mode of transportation.

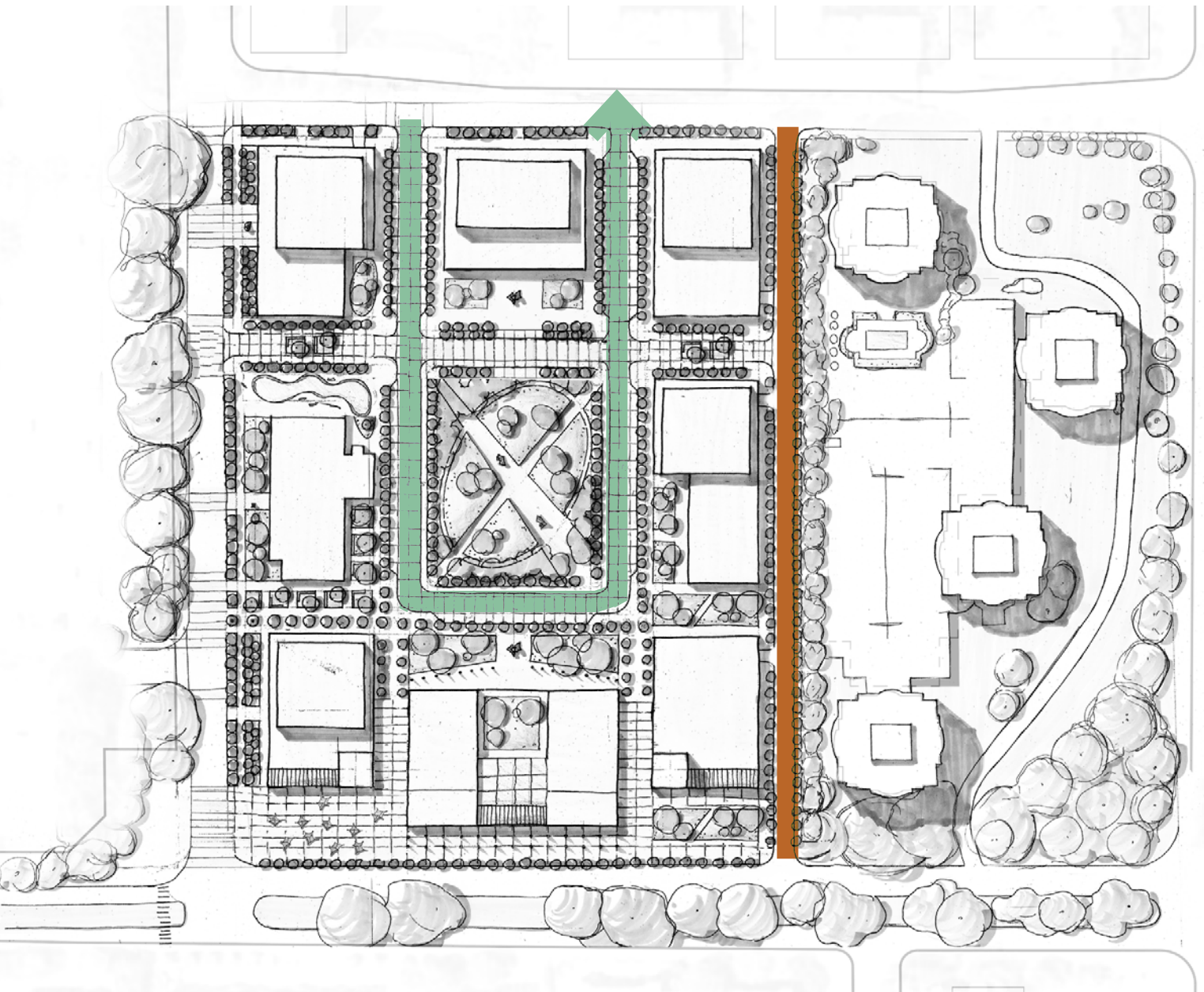
#### ► Recommendations

- Consider joining the City of Richmond's bike share program to provide mobility opportunities for students and staff to take longer midday trips or for recreational needs
- Work with the City of Richmond to connect with the future cycling route proposed for Lansdowne Road
- Provide e-bike charging stations throughout the campus and especially along bike routes
- Provide high-quality bike amenities in the buildings along bike routes such as bike rooms, lockers, and end-of-trip facilities
- Provide bike amenities in areas that are highly visible, safe and secure for all users such as the main circulation corridors, the plazas, and the new campus street
- Provide clear cyclist sightlines at building servicing and loading access/egress points, especially along the east laneway

## R.5.9. ROAD TYPOLOGIES

KPU Richmond Street R.O.W 18.7m

KPU Richmond Lane R.O.W 7.5m



**Figure 18** — KPU Richmond Road Typologies

#### R.5.4. TRANSIT

Similar to the City's existing and proposed bike infrastructure, the Richmond campus is well serviced by transit with services that run along its adjacent streets, with three accessible transit stops.

##### ► Recommendations

- Provide indoor waiting areas or vestibules in new buildings along transit routes with clear visibility to the stops
- Work with TransLink and City of Richmond to support continued investment of expanded vehicle fleet for the Canada Line, which will provide additional SkyTrain cars resulting in improved service frequencies, as well as circulation improvements at Lansdowne Station to accommodate future growth in the area
- Work with TransLink and the City of Richmond to provide improved transit service frequency to the campus along Lansdowne Road, Kwantlen Street, and Garden City Road
- Support the development of a new RapidBus service connecting Richmond to the Expo Line at Metrotown, as per TransLink's 10-year vision
- Work with TransLink to provide improved transit service between KPU's campuses

#### R.5.5. VEHICULAR CIRCULATION

Vehicular circulation through the campus is limited to a one way circulation loop through the campus and along the eastern service lane. All other vehicular circulation is directed to below-grade or structured parking and servicing facilities.

##### ► Recommendations

- Create a one-way vehicular loop through the campus that provides access to all campus buildings.
- Minimize vehicular circulation on campus. Limit access to the circulation drop-off and pick-up loop, to short-term on-street parking along the loop, and to the east lane to access below-grade or structured parking
- Work with the City of Richmond to pedestrianize external transportation routes

##### R.5.5.1. Street Hierarchy

##### ► Recommendations

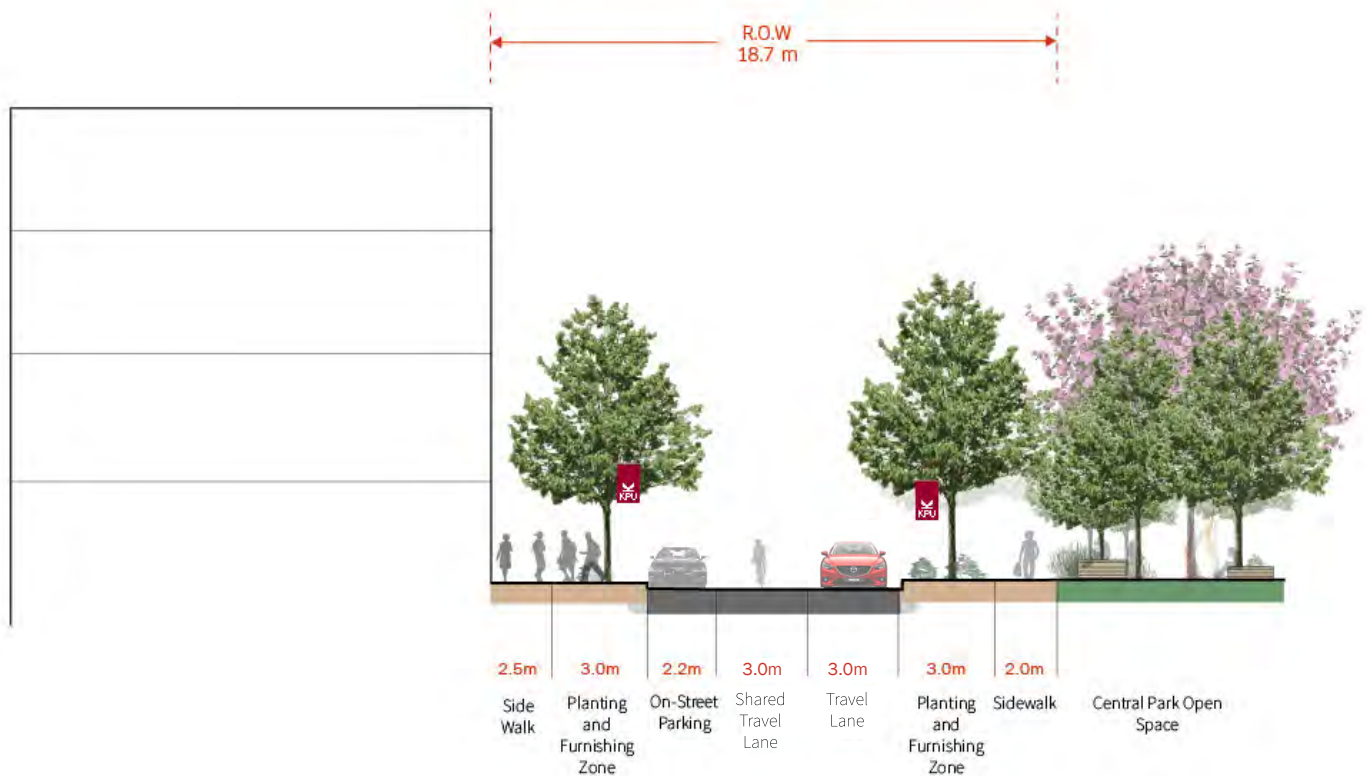
- Due to the higher volumes and design speed of Lansdowne Road, work with the City of Richmond to provide high-quality walking pathways and separated cycling facilities into the design of each streetscape. Furthermore, bus priority measures (e.g. bus lanes, signal priority) and bus stop amenities (e.g. shelters) should be incorporated where possible

The following are illustrations of the recommended cross-section and characteristic elements of the vehicular movement corridors on campus. Refer to Figures 18 and 19.

## KPU Richmond Street: Internal Campus Loop

### ► Recommendations

- Allocate an 18.7 m ROW
- Provide two 3.0m shared travel and bike lanes allowing one-way traffic through the campus
- Provide 2.2m on-street parking at the street edge
- Provide 3.0m hardscaped furnishing and planting zones on both sides of the street to allow for street tree planting, landscaping, lighting, signage, garbage receptacles, and bike
- Provide a 2.0m walking zone on the side of the street adjacent to the central park
- Provide a 2.5m walking zone where the street is fronting a building

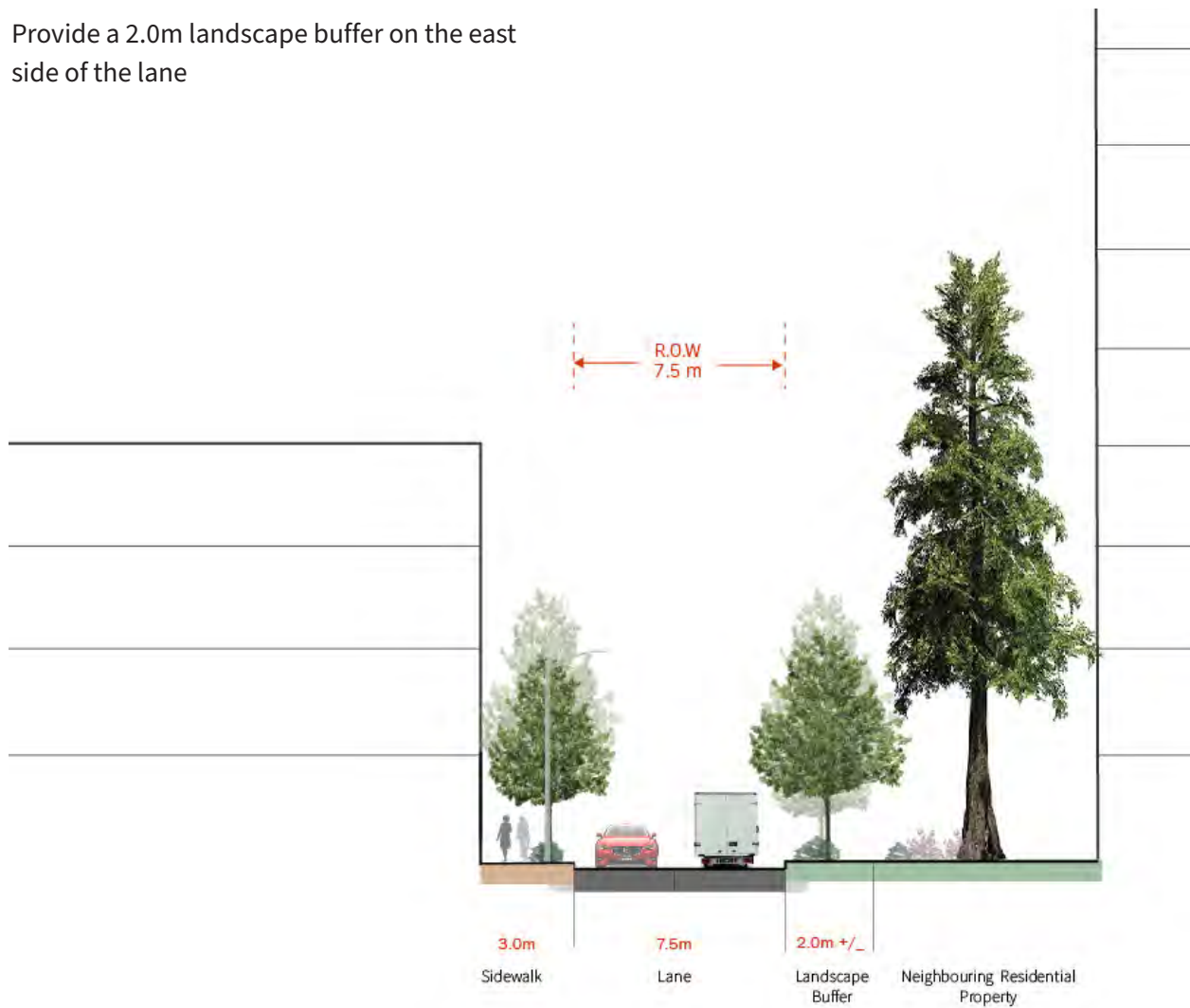


**Figure 19** — KPU Richmond Campus Street

## KPU Richmond Lane: East Campus Parking and Servicing Laneway

### ► Recommendations

- Allocate a 7.5m ROW
- Provide a 3.0m sidewalk on the west side of the lane
- Provide a 2.0m landscape buffer on the east side of the lane



**Figure 20** — KPU Richmond Lane

LEGEND

- On-Street parking
- Integrated Parking

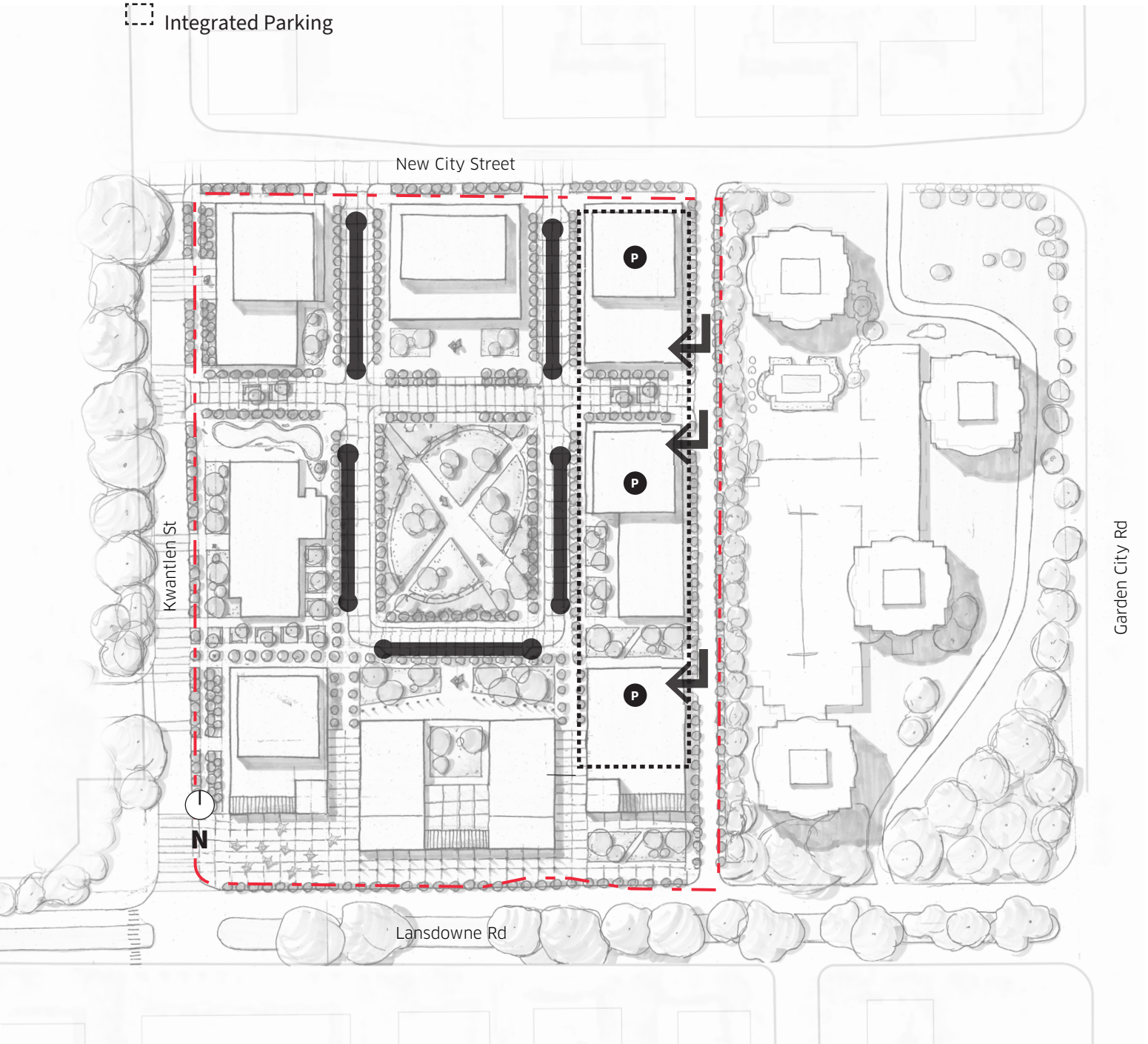


Figure 21 — KPU Richmond Campus Parking

### R.5.6. PARKING

The Plan for the Richmond campus limits surface parking to short-term, on-street parallel parking and integrates all other parking into below-grade or structured parking facilities as new development occurs.

#### ► Recommendations

- Leverage the required increase in site grading to mitigate sea levels to integrate below grade parking on the campus' east side. The site can be graded towards the east to accommodate one level of parking at-grade accessed from the east side of the campus, but the parking remains below-grade on the west side of the development block
- As the parking is developed, concentrate structured or below-grade parking within buildings C, D and E
- Provide short-term on-street parking on the campus streets to accommodate pick-up and drop-off activities and accessibility needs
- Consider opportunities to share the parking supply provided as part of the Lansdowne Centre development
- Allocate a percentage of new parking spaces for electric vehicles, carpooling and car-share services
- Parking infrastructure should be rolled out incrementally to respond to changes in vehicular ownership models
- Plan for the eventual introduction of autonomous and connected vehicles and accommodating the required infrastructure

### R.5.7. LOADING AND SERVICING

Because of the small scale of the campus, loading and servicing remains organized in a centralized system. All existing and new buildings will be serviced at-grade via a new centralized location along the east side of the campus. Shipping and receiving will be accessed via the laneway.

#### ► Recommendations

- Provide a loading corridor and access along eastern perimeter of the site
- Transition the main receiving area from the existing Richmond Main building to Building D, upon its completion

### R.5.8. WAYFINDING AND SIGNAGE

A wayfinding strategy an important intervention in assisting the first time visitor and potential student to the campus, as well as the novice campus user who eventually becomes accustomed to the campus over time. It is also extremely important to guide the various modes of movement both to and through the campus, and to guide external connections beyond the campus boundaries. The relatively small nature of the Richmond campus simplifies the overall wayfinding approach.

#### ► Recommendations

- Provide directional and travel distance signage to key destinations on- and off-campus including Garden City Lands, Richmond Nature Park and the Lansdowne Centre SkyTrain
- Use a wayfinding system that is consistent across all campuses which clearly identifies active transportation amenities such as bike racks, end-of-trip facilities, etc
- Ensure that any wayfinding signage is appropriately lit, and that designated routes have sufficient lighting for all times of day

