



## City of Richmond

## Report to Committee

*To Council - Mar 13, 2006*

*To Planning - Mar 7, 2006*

**To:** Planning Committee  
**From:** J Lamontagne, Director of Development  
Terry Crowe, Manager – Policy Planning  
**Re:** **Application by the City of Richmond for Rezoning at 5491 No. 2 Road from School and Public Use (SPU) to Comprehensive Development District (CD/172)**

**Date:** February 17, 2006

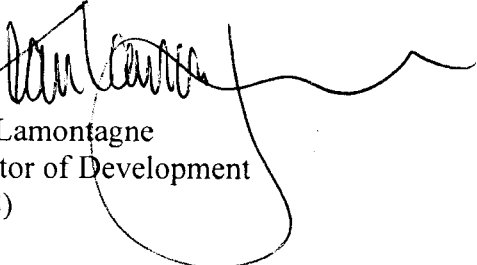
RZ 06-326438

*File: 12-8060-20-8040/8041*


### Staff Recommendation

1. That Official Community Plan Amendment Bylaw No. 8040, to:
  - a) redesignate 5491 No. 2 Road from “Public Open Space Use” to “Neighbourhood Residential” in Attachment 1 (Generalized Land Use Map) of Schedule 1 of the Official Community Plan Bylaw No. 7100 and to revise the map in section 3.1, Neighbourhoods & Sense of Community, Neighbourhoods in Richmond, Thompson, accordingly; and to
  - b) redesignate 5491 No. 2 Road from “Park/Open Space” to “Gateway’ High Density Apartments (3.0 FAR max.)” and “Affordable Housing (3.0 FAR max.)” in Schedule 2.2A of Official Community Plan Bylaw No. 7100 (Thompson Area, Dover Crossing Sub-Area Plan), together with related text amendments,be introduced and given first reading.
2. That Bylaw No. 8040, having been considered in conjunction with:
  - the City’s Financial Plan and Capital Program; and
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw No. 8040, in accordance with the City Policy on Consultation during OCP Amendment, be referred to the following agencies for comment by April 18, 2006:
  - Vancouver International Airport Authority (VIAA); and
  - School District No. 38 (Richmond).

- 4. That Bylaw No. 8041, to introduce a new Comprehensive Development District (CD/172) and for the rezoning of 5491 No. 2 Road from "School and Public Use District (SPU)" to "Comprehensive Development District (CD/172)", be introduced and given first reading.



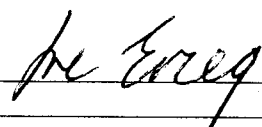
Jean Lamontagne  
 Director of Development  
 (4138)



Terry Crowe  
 Manager, Policy Planning  
 (4139)

Att.

**FOR ORIGINATING DIVISION USE ONLY**

ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Lands & Properties .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

**Staff Report**

**Origin**

The City-owned property at 5491 No. 2 Road, the subject site, (**Attachment 1**) is surplus to the City’s needs for road or public open space. As such, the City wishes to rezone the subject property and amend Richmond’s Official Community Plan (OCP) to permit the site’s development (by others) with high-density residential uses (**Attachment 6**, Illustrative Development Concept) as a way to:

- Provide a much-needed site for affordable housing;
- Help fund the Richmond Oval project;
- Encourage development that will help to frame the No. 2 Road Bridge and buffer existing Dover Crossing residents from increased development/activity near the Richmond Oval; and
- Take advantage of Richmond’s emerging “premier urban riverfront”.

**Findings Of Fact**

Item	Existing	Proposed
Owner	City of Richmond	
Applicant	City of Richmond	
Site Size	8,099 m <sup>2</sup> (2.0 acres)	<ul style="list-style-type: none"> <li>• Area "A" - Multiple-family "market" housing: 6,417 m<sup>2</sup> (1.6 ac.)</li> <li>• Area "B" - "Affordable" housing: 2,024 m<sup>2</sup> (0.5 ac.)</li> <li>• Total: 8,441 m<sup>2</sup> (2.1 acres)</li> </ul>
Land Uses	<ul style="list-style-type: none"> <li>• Vacant</li> <li>• Single-family residential</li> </ul>	<ul style="list-style-type: none"> <li>• Area "A" - Multiple-family "market" housing: 19,251 m<sup>2</sup> (207,223 ft<sup>2</sup>) 207 units &amp; 476 residents (estimate)</li> <li>• Area "B" - "Affordable" housing: 6,072 m<sup>2</sup> (65,360 ft<sup>2</sup>) 65 units &amp; 150 residents (estimate)</li> <li>• Total: 25,323 m<sup>2</sup> (272,583 ft<sup>2</sup>) 272 units &amp; 626 residents (estimate)</li> </ul>
OCP Designation	Public Open Space Use	Neighbourhood Residential
Dover Crossing Sub-Area Plan Designation	Park/Open Space	<ul style="list-style-type: none"> <li>• "Gateway" High Density Apartments (3.0 FAR max.)</li> <li>• Affordable Housing (3.0 FAR max.)</li> </ul>
Zoning	School and Public Use District (SPU)	Comprehensive Development District (CD/172)

**Background**

The subject site is a City-owned property currently occupied by one single-family house that is rented to a tenant. The City came to own the subject site as a result of land trades entered into during the Dover Crossing Sub-Area planning and rezoning processes in 1992. The subject site is designated in the Sub-Area Plan as “Park/Open Space” (**Attachment 3**); however, it was originally secured not for park, but rather, as per Sub-Area Plan policy, to hold it in reserve as follows:

“Require that sufficient land is retained as open space at the north-east portion of the neighbourhood which can be used to develop loop ramps if and when the need occurs.”

The subject site is no longer required for “loop ramps” for the No. 2 Road Bridge (See “Olympic Gateway” Concept, below), and was never included in Dover Crossing’s inventory of public park/open space (See Draft Parks Master Plan, below). As such, the subject site is surplus to the City’s needs.

### **Surrounding Development**

Development surrounding the subject site includes to the:

- West – Medium density (1.6 FAR) apartment buildings ranging in height from four to eight storeys (over parking) and the Dover Crossing neighbourhood park and future school site.
- South – A public walkway (identified in the current Dover Crossing Sub-Area Plan for future development with a landbridge over No. 2 Road) and low-rise townhouses (0.78 FAR).
- North – River Road, the dyke, and the Middle Arm of the Fraser River.
- East – The south end of the No. 2 Road Bridge and, beyond that, the proposed site of the Richmond Oval, together with vacant City-owned land and privately owned industrial properties targeted for redevelopment with higher density (up to 3.0 FAR), multiple-family housing and mixed-use development.

### **Related Policies & Studies**

#### “Olympic Gateway” Concept

In August 2004, Richmond was selected as the site of the 2010 Winter Olympic Long Track Speed Skating Oval. To facilitate the development of the Oval, a public master planning process was initiated for the lands around it, including River Road and its intersection with No. 2 Road. In December 2005, Council finalized the “Olympic Gateway” Concept, which determined that:

- The existing grade separated crossing of these two roads should be retained;
- No additional “ramps” (e.g., roads) will be required along the west side of the No. 2 Road Bridge (e.g., at the subject site); and
- The subject site is not required for future roads/bridge use.

Furthermore, the Concept identified the subject site as an attractive residential location and a prominent Richmond “gateway”, making it well suited to higher-density development similar to that being proposed east of the No. 2 Road Bridge.

#### Draft Parks Master Plan

The recently endorsed Draft Parks Master Plan recommends that Richmond achieve a ratio of 3.1 ha (7.66 ac) of public open space for each 1,000 residents (e.g., an increase from the City’s previous standard of 2.6 ha/6.5 ac per 1,000 residents), including:

- “Neighbourhood-Serving” Open Space – 1.3 ha (3.21 ac) per 1,000 residents, all of which is to be situated within the neighbourhood it serves (e.g., residents should not cross a major road to access it); and
- “Community-“ and “City-Serving” Open Space – 1.8 ha (4.45 ac) per 1,000 residents, all or part of which may be outside a neighbourhood depending on site-specific opportunities and needs for sports facilities, natural areas (e.g., Terra Nova, etc.), etc.

The Dover Crossing Sub-Area Plan directs that roughly 4 ha (10 ac) of open space be provided. In actual fact, excluding the subject site, the area is served by roughly 4.9 ha (12.1 ac) of public open space (**Attachment 5**).

Based on a current estimated population in the Dover area of 2,000 residents (e.g., assuming 93 m<sup>2</sup>/1,001 ft<sup>2</sup> gross and 2.3 residents per dwelling unit), the area's open space represents:

Types of Open Space	Area of Open Space <i>*Excluding the subject site</i>	Ratio per 1,000 Residents	% of Park Requirement Provided Within Dover Crossing
"Neighbourhood-Serving" (e.g., park/school site & walkways)	4.0 ha (9.9 ac)	2 ha (5 ac)	154%
"Community-" and "City-Serving" (e.g., dyke trail)	0.9 ha (2.2 ac)	n/a	n/a
Total, including "Neighbourhood-Serving" Open Space	4.9 ha (12.1 ac)	2.45 ha (6 ac)	79%

Based on this information, excluding the subject site, the Dover Crossing neighbourhood is oversupplied with "neighbourhood-serving" open space. Furthermore, if the subject site was to be developed as proposed (e.g., +/-626 new residents), Dover Crossing would still exceed its "neighbourhood" park requirement (e.g., 117%).

#### OCP Aircraft Noise Sensitive Development (ANSND) Policy

The subject site is designated as "Area 2 – High Aircraft Noise Area", which allows for all aircraft noise sensitive land uses (e.g., residential, school, day care, and hospital) to be considered, except single-family homes, provided that the following requirements are satisfied:

- Covenants are registered on title regarding aircraft noise;
- Developments incorporate noise mitigation as per City policy;
- Central air conditioning is incorporated into construction; and
- Design guidelines are adopted for siting outdoor amenity space and/or replacing it with indoor space (e.g., enclosed balconies, larger indoor amenity spaces, etc.).

Furthermore, the subject site is situated outside the area within which residential development is capped at two-thirds of maximum buildable floor area.

#### Affordable Housing

The subject application provides for the City to retain the south portion of the subject site for "affordable housing", to be constructed by others. The City defines "affordable housing" as housing that costs no more than 30% of the gross monthly income of households in the lower two-fifths of income categories in Richmond (e.g., a range up to \$1,000 per month rent in 2005 terms).

The term "affordable housing" does not refer to a specific housing form (e.g., apartment tower, mid-rise, townhouse, etc.), nor to a specific resident group (e.g., seniors, families with children, people with disabilities, etc.). Affordable housing can be operated to meet the needs of a broad range of residents, and housing forms can vary to meet the specific needs of their residents and to provide a good "fit" with the community/neighbourhood in which they are situated.

## Consultation

Council Policy 5043 – OCP Bylaw Preparation Consultation Policy - This policy provides direction regarding the consultation requirements for an OCP amendment.

In February, April, and October 2005, the City hosted public open houses to seek community feedback on planning for the lands around the proposed Richmond Oval, including the subject site. At these open houses, the public had the opportunity to review and comment on a set of planning principles, a preliminary master plan, and options for the realignment of River Road. Based on this public input, an “Integrated Planning Framework” was prepared for the newly identified “Olympic Gateway” area, and subsequently endorsed by Council near year-end.

The “Framework”, which is available on the City’s website, identifies the subject site for “high density residential” (See **Attachment 7**) and a density of 3 floor area ratio (FAR). The “Framework” and the consultation process leading to its preparation were generally well received by the public. The subject application is consistent with the “Framework”.

In addition to the public process leading to the creation of the “Framework”, a statutory Public Hearing will provide area residents, businesses, and property owners an opportunity to comment on the subject application. Staff also propose that, in accordance with City policy, the subject application be formally referred to School District No. 38 (Richmond) and the Vancouver International Airport Authority for comment on or prior to the date of Public Hearing.

## Staff Comments

No significant concerns have been identified as a result of the technical review undertaken as part of the subject rezoning application. Detailed technical review will be conducted as part of the future Subdivision and Development Permit applications on the subject site. Staff note that:

- Servicing of the subject site requires the extension of the existing sanitary sewer located in Dover Crescent. The cost of this and all other servicing (e.g., water drainage, etc.) and off-site works (e.g., sidewalks, road construction, etc.) should be borne by the developer.
- Subdivision, shared driveway easements, access covenants, and servicing agreements will be managed by the City as a condition of the site’s purchase/sale.
- As a condition of rezoning:
  - i. A portion of the subject site should be dedicated as road and a small, unopened portion of River Road should be consolidated with the subject site in order to straighten the south property line of River Road;
  - ii. A small portion of No. 2 Road should be consolidated with the subject site to improve the alignment of the existing No. 2 Road “ramp” (e.g., southbound road) along the west side of the bridge to increase the setback to the proposed development and enhance landscaping opportunities; and
  - iii. An aircraft noise covenant must be registered to ensure that adequate measures are used to address aircraft noise as per the OCP Aircraft Noise Sensitive Development Policy.

## Analysis

Rezoning of the subject site is prompted by the need to secure a site for affordable housing, help fund the Richmond Oval project, frame the important No. 2 Road Bridge “gateway”, buffer existing Dover Crossing residents from new development/activity east of the bridge, and take advantage of Richmond’s emerging “premier urban riverfront”. The following table summarizes key considerations in this regard.

EXISTING POLICY	CURRENT SITUATION	SUBJECT PROPOSAL
<p><b>Dover Crossing Sub-Area Plan:</b></p> <ul style="list-style-type: none"> <li>Reserves the subject site for future No. 2 Road Bridge ramps.</li> <li>Designates the subject site as “Park/Open Space”, but omits it from the area’s park inventory.</li> </ul>	<p><b>Subject site:</b></p> <ul style="list-style-type: none"> <li>Is surplus to City road and open space needs.</li> <li>Is poorly located for park use (e.g., noise/traffic impacts and remote from neighbourhood).</li> </ul>	<p><b>Amend the OCP &amp; Rezone:</b></p> <ul style="list-style-type: none"> <li>To permit development.</li> </ul>
<p><b>Dover Crossing Sub-Area Plan:</b></p> <ul style="list-style-type: none"> <li>Calls for roughly 4 ha (10 ac) of open space, excluding the subject site.</li> </ul> <p><b>Parks Master Plan standards:</b></p> <ul style="list-style-type: none"> <li>Require 2.6 ha (6.5 ac) of “neighbourhood” space for Dover.</li> </ul>	<p><b>Dover Crossing:</b></p> <ul style="list-style-type: none"> <li>Exceeds the amount of open space called for in the Sub-Area Plan.</li> </ul> <p><b>Parks Master Plan:</b></p> <ul style="list-style-type: none"> <li>Dover Crossing is over-supplied with “neighbourhood” space.</li> </ul>	<p><b>Amend the OCP &amp; Rezone:</b></p> <ul style="list-style-type: none"> <li>To permit residential uses that can take advantage of Dover Crossing’s oversupply of “neighbourhood” open space.</li> </ul>
<p><b>Dover Crossing Sub-Area Plan:</b></p> <ul style="list-style-type: none"> <li>Limits development to 4 storeys max., except near the No. 2 Road Bridge where higher buildings are preferred to frame the bridge and screen noise from lower buildings.</li> </ul> <p><b>“Olympic Gateway” Concept:</b></p> <ul style="list-style-type: none"> <li>Encourages high-density housing on the subject site to frame the No. 2 Road Bridge and complement similar uses proposed east of the bridge.</li> </ul>	<p><b>Dover Crossing:</b></p> <ul style="list-style-type: none"> <li>The existing 2 – 8 storey buildings bordering the subject site are significantly lower than the 47 m (154 ft.) geodetic towers proposed east of the No. 2 Road Bridge.</li> </ul>	<p><b>Amend the OCP &amp; Rezone:</b></p> <ul style="list-style-type: none"> <li>To reinforce the Sub-Area Plan’s policy promoting “gateway” development and screening of noise.</li> <li>To frame the No. 2 Road Bridge and provide an attractive transition in height between its east and west sides.</li> <li>To locate lower buildings near existing neighbours and set higher buildings away to maintain views, sun, etc.</li> </ul>
<p><b>Aircraft Noise Sensitive Development (ANSD) Policy:</b></p> <ul style="list-style-type: none"> <li>Prohibits single-family homes</li> <li>Requires special measures (e.g., amenity space design guidelines).</li> </ul>	<p><b>OCP &amp; Dover Crossing Sub-Area Plan:</b></p> <ul style="list-style-type: none"> <li>No aircraft noise-related design guidelines exist for residential amenity space.</li> </ul>	<p><b>Amend the OCP &amp; Rezone:</b></p> <ul style="list-style-type: none"> <li>To add aircraft noise-related design guidelines to increase multiple-family indoor amenity space in Dover Crossing.</li> </ul>
<p><b>Affordable Housing:</b></p> <ul style="list-style-type: none"> <li>Requires City support to secure livable, affordable sites.</li> </ul>	<p><b>Subject site:</b></p> <ul style="list-style-type: none"> <li>Is City-owned and can be made available for affordable housing.</li> </ul>	<p><b>Amend the OCP &amp; Rezone:</b></p> <ul style="list-style-type: none"> <li>To provide for an affordable housing site.</li> </ul>
<p><b>Richmond Oval’s Funding:</b></p> <ul style="list-style-type: none"> <li>Assumes the disposal of the subject site.</li> </ul>	<p><b>Subject site’s value as a funding source depends on its:</b></p> <ul style="list-style-type: none"> <li>Attractiveness in today’s market.</li> <li>Neighbourhood “fit” (e.g., form, character, minimal view and traffic impacts, etc.).</li> </ul>	<p><b>Amend the OCP &amp; Rezone:</b></p> <ul style="list-style-type: none"> <li>To permit high-density housing and specify height, setback, etc. requirements.</li> <li>To add DP Guidelines to encourage high quality and neighbourliness.</li> </ul>

In addition to the considerations noted above, it is anticipated that existing residents will have concerns regarding how development of the subject site could affect them and their property. Staff anticipate that these concerns could include the following:

- Possible Parking and Traffic Impacts – Any impacts should be negligible as vehicle access will be restricted to River Road (e.g., no access from Dover Crescent or No. 2 Road).
- Possible Loss of Sun – As the subject site is situated in the neighbourhood’s northeast corner, it will not shade any existing buildings, except for the building immediately west of the subject site which will be impacted in the morning. Shading of this building is minimized by limiting the height of development near the subject site’s south end and requiring higher development to be set back a minimum of 20 m (65.6 ft.) from the common property line.
- Possible Loss of Views – The subject site’s location in the neighbourhood’s northeast corner limits its impacts on views to two projects as follows:
  - i. *Several units in the existing townhouse project immediately south of the subject site –* As these are low-rise units, even a 2-3 storey development on the subject site would block north views to the mountains. As the existing buildings along the north edge of the Dover neighbourhood are taller than this and the current Sub-Area Plan encourages higher buildings near the No. 2 Road Bridge, restricting height on the subject site to protect views from the south does not seem practical.
  - ii. *The east side of the apartment building immediately west of the subject site –* The east side of this long, 8-storeys high apartment buildings currently enjoys unobstructed views. As high-rise development is proposed east of No. 2 Road, the building’s eastward views will change significantly. The subject development seeks to respect the existing building’s north/mountain views across the subject site by providing an unusually large setback – 20 m (65.6 ft.) – along much of the common property line.
- Scale of Development – It is the intent of the current Sub-Area Plan that there is a transition in building height across the neighbourhood such that (a) higher buildings are situated in Dover’s northeast corner, and (b) buildings along the area’s north edge step down slightly towards the dyke/river. The subject form of development respects this strategy by situating lower, 4-storey-over-parking buildings near the site’s southwest corner (e.g., near existing townhouses and a daycare) and northeast corner (e.g., near the river) and stepping up towards the middle of the site’s east edge where it is remote from neighbours and will provide a strong, visual, “gateway” feature as seen from the No. 2 Road Bridge.

Furthermore, as a means to keep costs down on construction on the “affordable housing” parcel, it would not be surprising to find that the future developer of that site could select to reduce density and building height (e.g., +/-2 FAR and 4 storeys over parking max.) in order to permit woodframe construction, rather than more expensive non-combustible construction.

### Conclusion

In light of the fact that the subject site is surplus to City needs for both roads and open space, it is appropriate that alternative uses are considered. Higher density market and affordable housing, as proposed, appear to be a good fit as they:

- Take advantage of Dover Crossing’s over-supply of “neighbourhood” open space;
- Frame the No. 2 Road Bridge, while limiting view/privacy/sun impacts on neighbours; and
- Minimize parking demand and traffic impacts (e.g., by restricting access to River Road).



**Financial Impact**

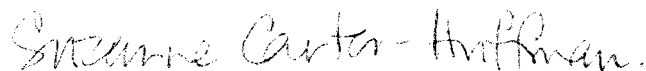
None.

**Conclusion**

The subject OCP amendment and rezoning provide for a new use, form, and character for a surplus City-owned parcel in the Dover Crossing Sub-Area. The proposal is not anticipated in the Sub-Area's current plan, but nevertheless:

- Provides for a good "fit" with the existing neighbourhood;
- Addresses a recognized need for affordable housing; and
- Responds to the significant changes taking place nearby in association with the Richmond Oval.

Staff recommend that this application be approved to proceed.



Suzanne Carter-Huffman  
Senior Planner/Urban Design  
(4228)

SPC:cas

There are requirements to be dealt with prior to final adoption:

Legal requirements, specifically:

- Dedication of a portion of the subject site to straighten the River Road right-of-way;
- Consolidation of the subject site with an unopened portion of River Road and a portion of No. 2 Road; and
- Registration of an aircraft noise covenant to ensure that adequate measures are employed to address aircraft noise impacts as per the OCP Aircraft Noise Sensitive Development Policy.

Attachment 1: Location Map

Attachment 2: Development Data Sheet (RZ 06-326438)

Attachment 3: Current Land Use Map (Dover Crossing Sub-Area Plan)

Attachment 4: Proposed Land Use Map (Dover Crossing Sub-Area Plan)

Attachment 5: Dover Crossing – Existing Public Open Space

Attachment 6: Illustrative Development Concept (Prepared by Busby, Perkins, and Will)

Attachment 7: Oval Neighbourhood Planning Concept (Source: City of Richmond Public Open House, December 2005)





**City of Richmond**  
6911 No. 3 Road  
Richmond, BC V6Y 2C1  
604-276-4000

## Development Application Data Sheet

### RZ 06-326438

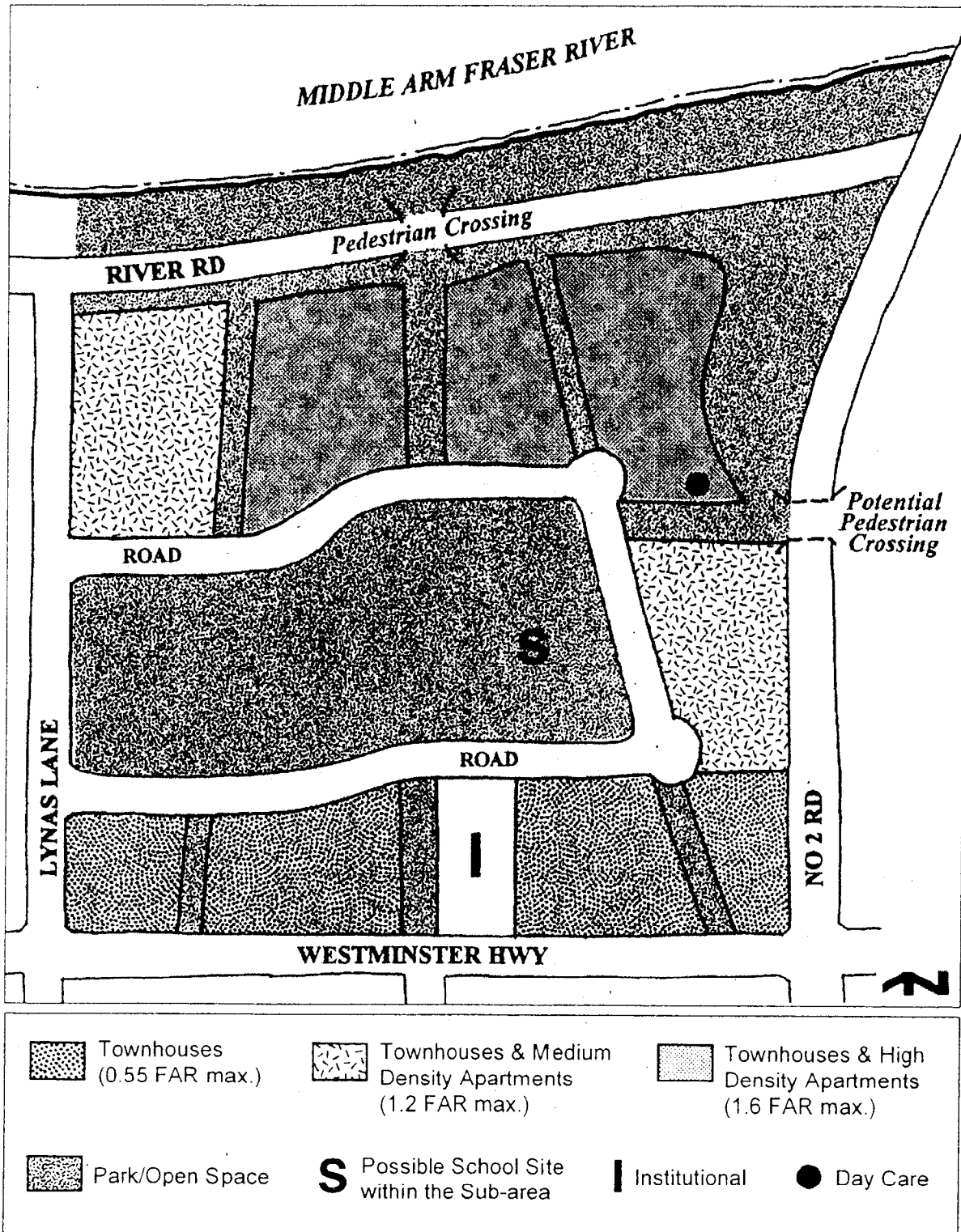
Address: 5491 No. 2 Road  
Applicant: City of Richmond  
Planning Area: Dover Crossing Sub-Area (Thompson Area) – Schedule 2.2A

	Existing	Proposed
<b>Owners</b>	City of Richmond	City of Richmond
<b>Site Size</b>	8,099 m <sup>2</sup> (2.0 acres)	<ul style="list-style-type: none"> <li>Area "A" - Multiple-family "market" housing: 6,417 m<sup>2</sup> (1.6 ac.)</li> <li>Area "B" - "Affordable" housing: 2,024 m<sup>2</sup> (0.5 ac.)</li> <li>Total: 8,441 m<sup>2</sup> (2.1 acres)</li> </ul>
<b>Land Uses</b>	<ul style="list-style-type: none"> <li>Vacant</li> <li>Single-family residential</li> </ul>	<ul style="list-style-type: none"> <li>Multiple-family "market" housing: 19,251 m<sup>2</sup> (207,223 ft<sup>2</sup>)</li> <li>"Affordable" housing: 6,072 m<sup>2</sup> (65,360 ft<sup>2</sup>)</li> <li>Total: 25,323 m<sup>2</sup> (272,583 ft<sup>2</sup>)</li> </ul>
<b>OCP Designation</b>	Public Open Space Use	Neighbourhood Residential
<b>Dover Crossing Sub-Area Plan Designation</b>	Park/Open Space	<ul style="list-style-type: none"> <li>"Gateway" High Density Apartments (3.0 FAR max.)</li> <li>Affordable Housing (3.0 FAR max.)</li> </ul>
<b>Zoning</b>	School and Public Use District (SPU)	Comprehensive Development District (CD/172)
<b>Number of Units (Estimate)</b>	One (1) single-family home	Based on 93 m <sup>2</sup> (1,001 ft <sup>2</sup> ) gross & 2.3 residents per unit: <ul style="list-style-type: none"> <li>Multiple-family "market" housing: 207 units &amp; 476 residents</li> <li>"Affordable" housing: 65 units &amp; 150 residents</li> <li>Total: 272 units &amp; 626 residents</li> </ul>

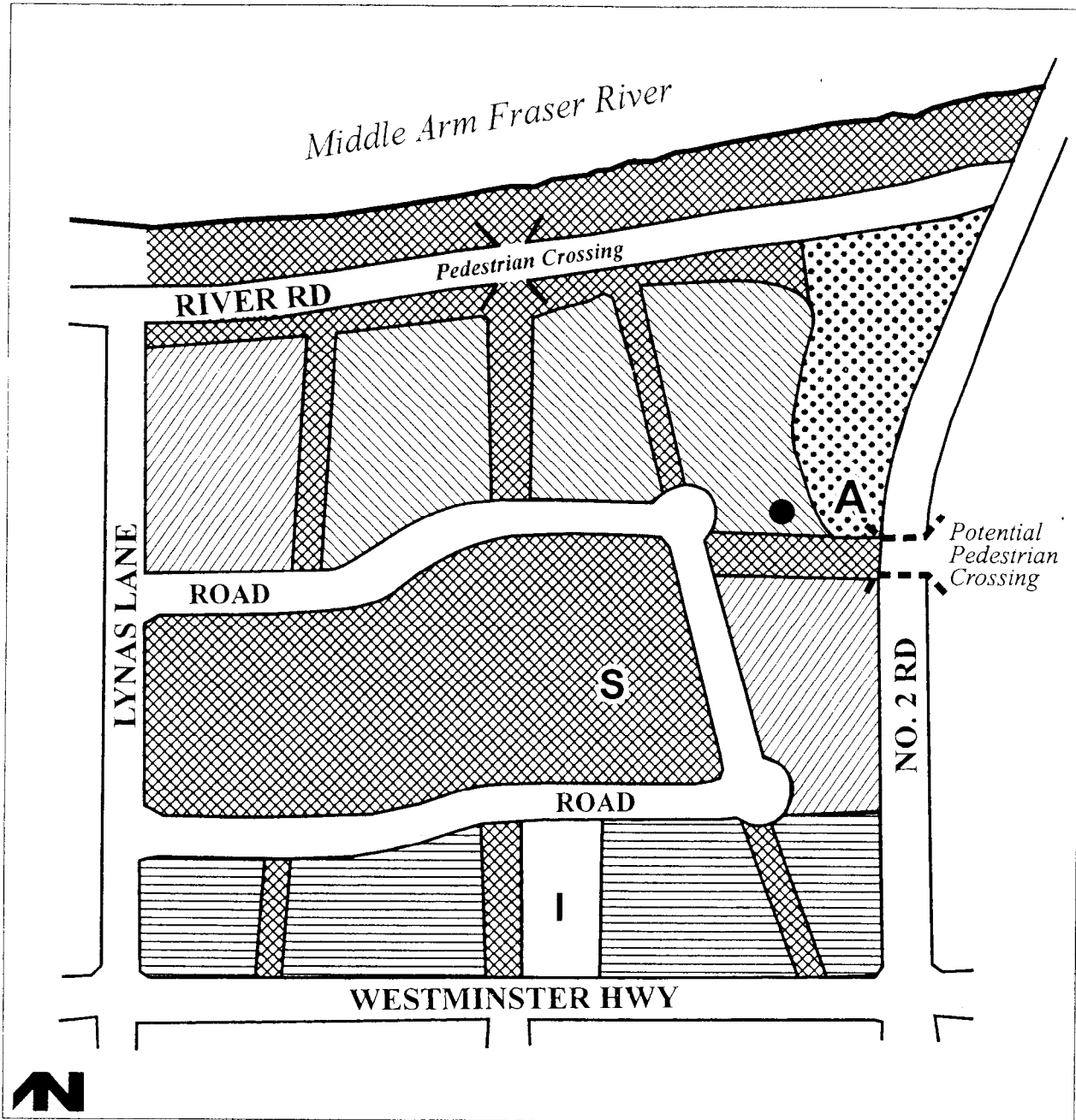
	A. "Market" Housing	B. "Affordable" Housing
<b>Floor Area Ratio</b>	3.0 FAR	3.0 FAR
<b>Lot Coverage</b>	40% for buildings	70% for buildings
<b>Lot Size (Minimum)</b>	6,000 m <sup>2</sup> (64,585.6 ft <sup>2</sup> )	2,000 m <sup>2</sup> (21,528.5 ft <sup>2</sup> )
<b>Public Road/Open Space Setback</b>	<ul style="list-style-type: none"> <li>For parking: 3 m (9.8 ft.)</li> <li>For other uses: 6 m (19.7 ft.)</li> </ul>	<ul style="list-style-type: none"> <li>For parking: 3 m (9.8 ft.)</li> <li>For other uses: 6 m (19.7 ft.)</li> </ul>
<b>West Setback to Existing Neighbour</b>	<ul style="list-style-type: none"> <li>For parking: 3 m (9.8 ft.)</li> <li>For other uses: 20 m (65.6 ft.)</li> </ul>	<ul style="list-style-type: none"> <li>For parking: 3 m (9.8 ft.)</li> <li>For other uses: 6 m (19.7 ft.)</li> </ul>
<b>Height</b>	<ul style="list-style-type: none"> <li>Within 20 m (65.6 ft.) of the site's west property line: 5 m (16.4 ft.)</li> <li>Within 102.5 m (336.286 ft.) of the south property line of area "B": 45 m (147.6 ft.)</li> <li>Elsewhere: 18 m (59.1 ft.)</li> </ul>	<ul style="list-style-type: none"> <li>Within 26 m (85.3 ft.) of the site's east property line: 24 m (78.7 ft.)</li> <li>Elsewhere: 18 m (59.1 ft.)</li> </ul>
<b>Off-Street Parking Spaces – Ratio</b>	<ul style="list-style-type: none"> <li>1.45 spaces per dwelling unit</li> <li>Where specified Transportation Demand Management (TDM) Measures are used, up to 15% parking relaxation is possible.</li> </ul>	0.4 spaces per dwelling unit
<b>Off-Street Parking Spaces – Total</b>	+/-300 or +/-259 with TDM measures (e.g., car-share, shuttle bus lay-by, transit pass, etc)	+/-26
<b>Tandem Parking</b>	Permitted where 2 spaces are used by 1 unit	N/A
<b>Amenity Space</b>	<ul style="list-style-type: none"> <li>Indoor: 2-3 times the OCP's minimum size</li> <li>Outdoor: As per OCP</li> </ul>	As per OCP








City of Richmond

Land Use Map

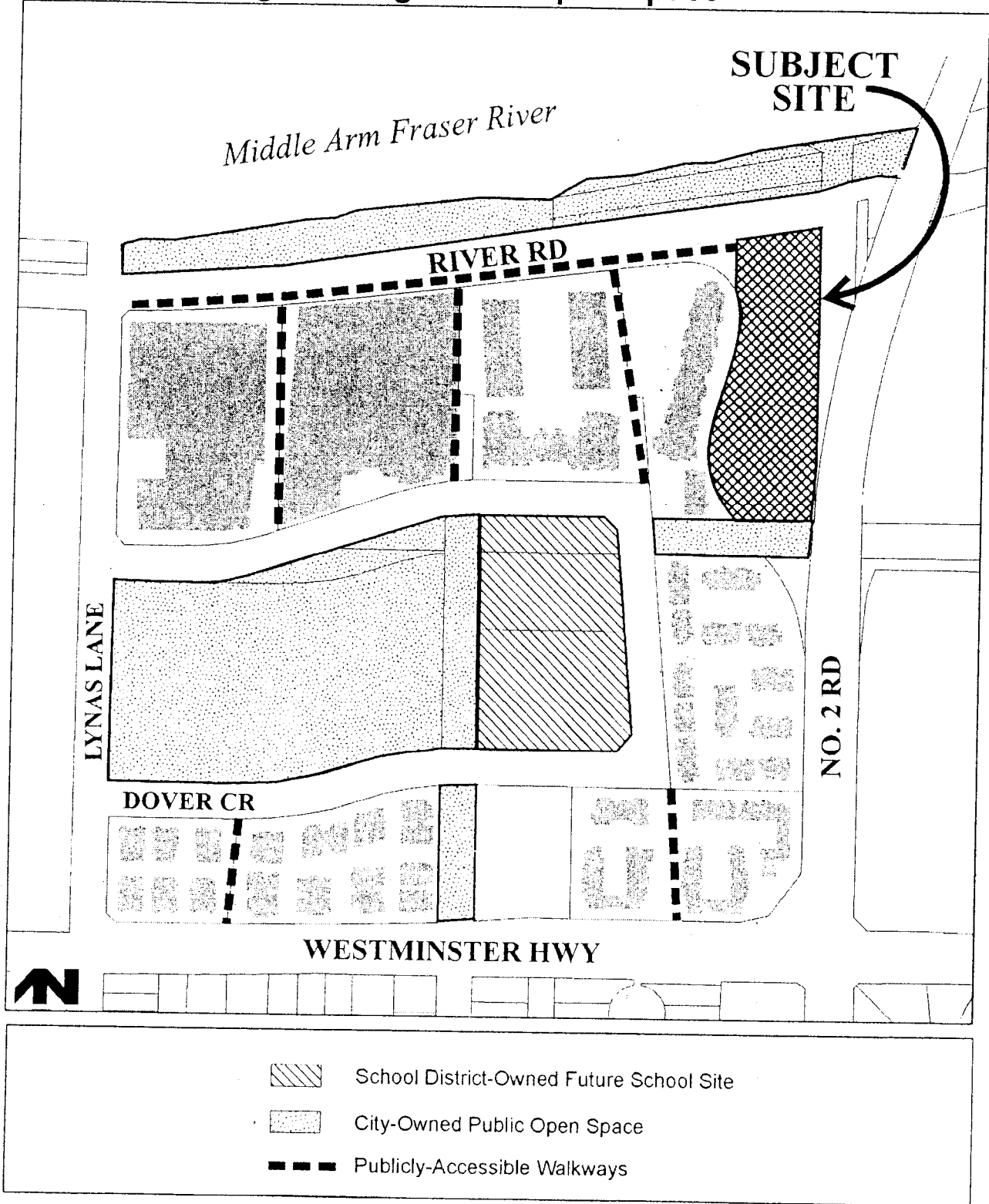


# Land Use Map



	Townhouses (0.55 FAR max.)		Townhouses & Medium Density Apartments (1.6 FAR max.)		Institutional
	Park/Open Space		"Gateway" High Density Apartments (3.0 FAR max.)		Daycare
	Townhouses & Medium Density Apartments (1.2 FAR max.)	<b>S</b>	Possible School Site within the Sub-Area	<b>A</b>	Affordable Housing (3.0 FAR max.)

# Dover Crossing Existing Public Open Space

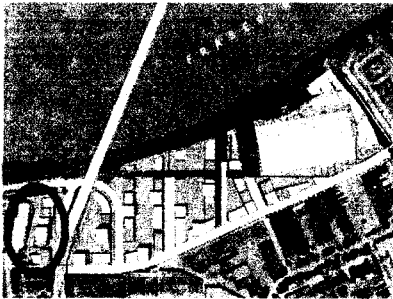


## PARCEL-SPECIFIC DEVELOPMENT CONSIDERATIONS

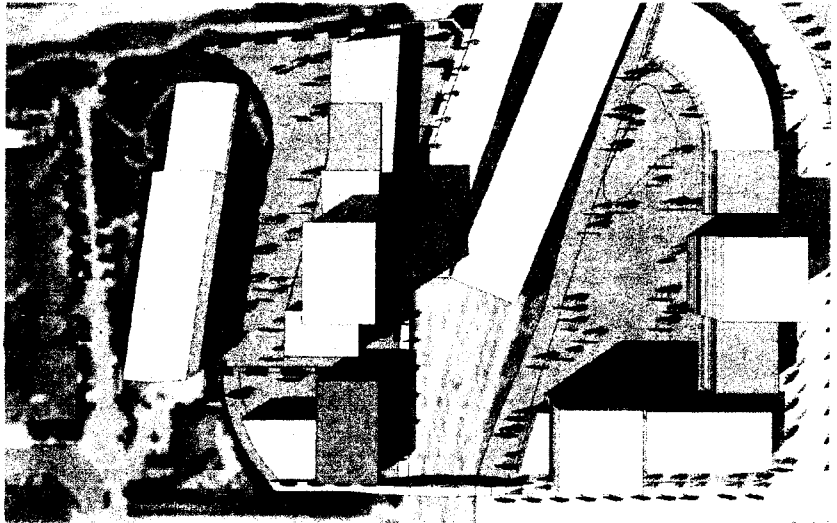
### PARCEL 7A MULTI-FAMILY RESIDENTIAL

**Intent**

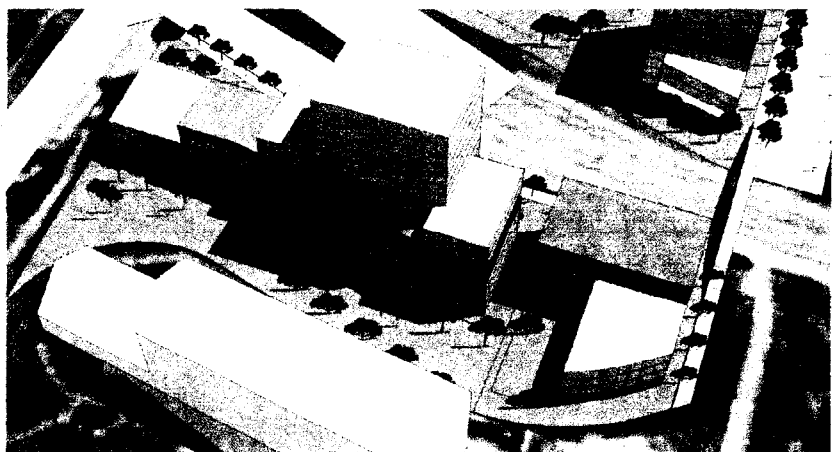
- Parcel 7A occupies a prominent “gateway” location at the head of the No. 2 Road Bridge.
- This is an infill parcel, uniquely situated within the Dover Crossing residential neighbourhood, thus, enjoying expansive views to the north, west, and south, while having the benefit of an established neighbourhood setting.
- Parcel 7A is adjacent to Parcel 7B, a 2 024 m<sup>2</sup> (0.5 ac) property situated south of Parcel A that is to be reserved by the City for development by others with Affordable Housing. Parcel 7B is adjacent to the proposed pedestrian “Landbridge” over No. 2 Road, which is proposed to be constructed by the City to provide convenient access to amenities in and around the Richmond Oval.



Location Map



Site Plan



Perspective View Illustrating Possible Massing

# Oval Neighbourhood Planning Concept



## Land Use

The City Centre Area Plan was adopted in 1995 to guide the growth and development of the downtown. The Plan aims to achieve a prosperous downtown and a complete community through the creation of strong neighbourhoods, increased residential populations, and the fostering of new economic activities.

- When the City Centre Area Plan was adopted, the focus of the area's growth was the No. 3 Road corridor and residential neighbourhoods to its southeast.
- Growth towards the riverfront (e.g. the Oval Neighbourhood, etc.) was anticipated, but considered premature until such time as a critical mass of higher-density development had been established near No. 3 Road, together with improved transit services.
- With that development now well underway, and the completion of the Richmond Oval targeted for 2008 followed by RAV in 2009, planning for development of the City Centre riverfront is both desirable and timely.

## Features

### Housing

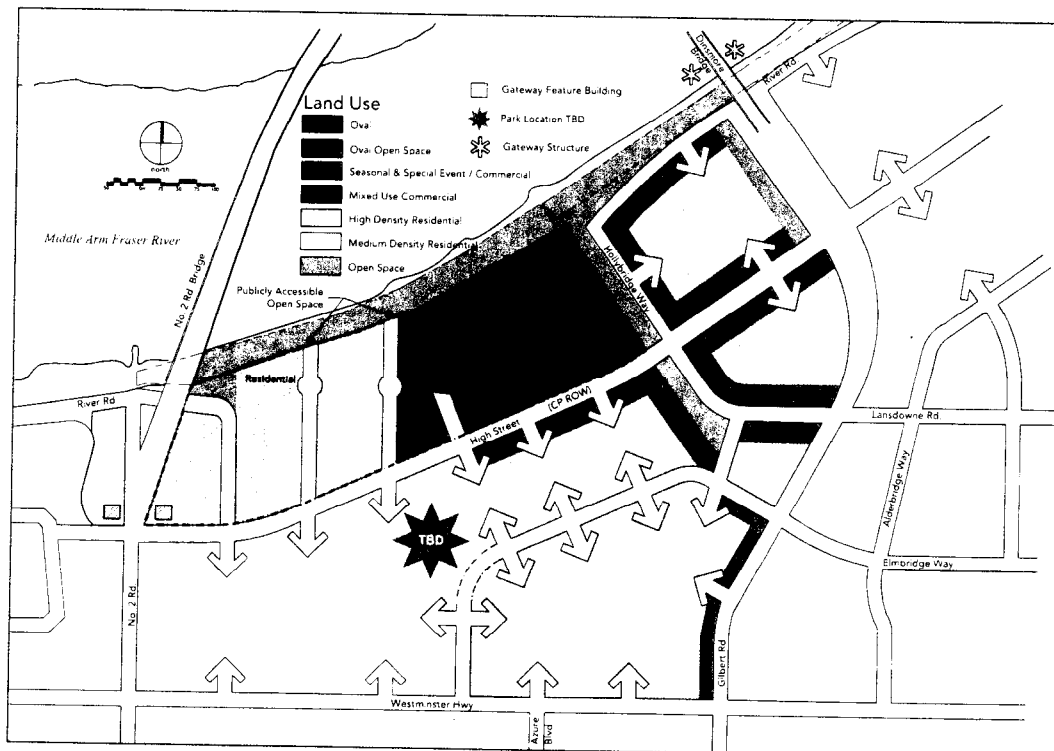
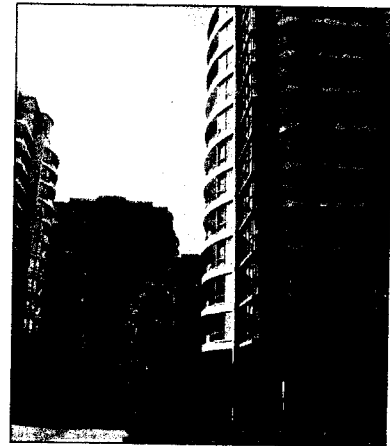
- +/-6,000 residential units
- Accommodating +/-14,000 residents.

### Business

- A minimum of 500,000 square feet of commercial space, including shops, restaurants, offices, services, and hotels.

### Built Form

- A variety of building forms ranging from low-rise apartment buildings in the southwest to high-rise, high-density, mixed-use developments in the east.







**Richmond Zoning and Development Bylaw 7100  
Amendment Bylaw 8040 (RZ 06-326438)  
5491 NO. 2 ROAD**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Official Community Plan Bylaw 7100 is amended by:
  - 1.1 In Schedule 1:
    - a) Repealing the map in item 3.1, Neighbourhoods & Sense of Community, Neighbourhoods in Richmond, Thompson, and replacing it with “Schedule A attached and forming part of Bylaw No. 8040”; and
    - b) Repealing the existing land use designation in Attachment 1 (Generalized Land Use Map) thereof of the following area and by designating it “Neighbourhood Residential”.

P.I.D. 018-594-433

Lot D Section 1 Block 4 North Range 7 West, New Westminster District Plan LMP13619

- 1.2 In Schedule 2.2A (Dover Crossing Sub-Area Plan):
  - a) Repealing item 1.0, Plan Overview, and replacing it with:

“1.0 Plan Overview

The population of Richmond is expected to grow to 212,000 residents by the year 2021. In order to protect farmland and existing single-family neighbourhoods, the majority of this growth is to be housed in and around the City Centre planning area. The Dover Crossing Neighbourhood is located directly adjacent to the most westerly part of the City Centre – the site of the Richmond Oval and the first phase of an exciting new, high-density, City Centre-riverfront community.

Dover Crossing is roughly 14.5 ha (36 ac.) in size and is bounded by River Road, No. 2 Road, Westminster Highway, and Lynas Lane. (See Plan Area Map.) The neighbourhood is a Sub-Area of the Thompson Planning Area and, in addition to abutting the City Centre, is surrounded by the Middle Arm of the Fraser River and the Vancouver International Airport to the north, single-family homes to the south, and the City Works Yard to the west.

In 1992, when this Sub-Area Plan was first adopted, this riverfront area contained 11 homes, a railway right-of-way, and the Vancouver-Austrian Club. Today, only the latter remains. The rest have been replaced with townhouses, low- and mid-rise apartments, and a large neighbourhood park (of which part has been set aside for a future elementary school). As a result of this, together with the construction of the No. 2 Road Bridge, the rapidly growing importance of the Middle Arm of the Fraser River as a cultural, recreational, and natural amenity, and the anticipated redevelopment of the adjacent City Centre, this formerly underdeveloped area is well on its way to becoming an attractive, livable, multiple-family neighbourhood, an important “gateway” for Richmond, and a key part of Richmond’s emerging, high-amenity, urban, riverfront community.”

b) Repealing item 1.2, Vision, and replacing it with:

“1.2 Vision – Replace with:

It is intended that Dover Crossing be home to a high-amenity, multiple-family residential neighbourhood, the design of which is sensitive to the scale and character of adjacent single-family homes and the river, while providing a transition to anticipated high-density City Centre development and, in coordination with that development, creating an attractive “gateway” of buildings framing the south end of the No. 2 Road Bridge. More specifically, features of the area’s development concept include:

- A gradual transition in housing scale, stepping down from north to south to minimize impacts on existing single-family neighbourhoods;
- Taller buildings near the river and the No. 2 Road Bridge to create a visual “gateway” at the entrance to West Richmond;
- Some higher densities and building heights as a means to enhance open space opportunities, including the provision of a large, centrally-located neighbourhood park/school site;
- Townhouses, both as stand-alone projects and integrated with apartments, to help create high-quality, pedestrian-friendly streetscapes;
- Strong north-south pedestrian linkages connecting Westminster Highway and the neighbourhood with the river and dyke, including a mid-block pedestrian crossing of River Road;
- Views to the mountains and riverfront from public walkways and terraced buildings;
- Community services, such as childcare, facilitated through development processes;
- Places for people to meet, enhanced by special landscape features; and
- Developments designed to maintain and enhance air, water, and soil quality.”

- c) Repealing the first paragraph of the issue statement under item 3.0, Neighbourhoods & Housing, Issue: Housing Forms, and replacing it with:

“This plan provides for a mix of townhouses and apartments, the densities of which range from 0.55 FAR<sup>1</sup> to 3.0 FAR with most development being of medium density.”

- d) Repealing item 3.0, Neighbourhoods & Housing, Objective 1, policies (b) and (c), and replacing it with:

“b) Require that buildings not exceed 24.38 m (80 ft.) in height with the exception of the “gateway” parcel closest to the No. 2 Bridge, which may extend to 47 m (154.2 ft.) geodetic;

c) Encourage and facilitate the provision of affordable housing including the designation of a roughly 2,024 m<sup>2</sup> (0.5 ac.) site for affordable housing near the head of the No. 2 Road Bridge as per the Land Use Map.”

- e) Repealing the issue statement and policies under item 3.0, Neighbourhoods & Housing, Issue: No. 2 Road Bridge, and replacing it with:

“Issue: No. 2 Road Bridge

The No. 2 Road Bridge is an important part of Richmond’s transportation system. For Dover Crossing, this means both the benefits of a prominent location along a key link with the Vancouver International Airport and beyond, and the impacts of traffic noise.

#### OBJECTIVE 3:

To ensure that development of Dover Crossing effectively responds to the area’s No. 2 Road Bridge “gateway” location and associated traffic noise impacts.

#### POLICIES:

- a) Locate Dover Crossing’s tallest buildings in the neighbourhood’s northeast corner to create a strong “gateway” feature near the No. 2 Road Bridge and complement the development of similarly scaled buildings anticipated in the adjacent City Centre area (See Land Use Map, “Gateway” High Density Apartments);
- b) Encourage the construction of a pedestrian/bike landbridge (the timing and funding of which are still to be determined) over No. 2 Road at the former railway right-of-way, the design of which visually complements the area’s “gateway” buildings and relationship with the adjacent City Centre;
- c) Incorporate traffic noise mitigation measures, as required, in building siting, design, and construction, including setting lower-density buildings back from the head of the No. 2 Road Bridge.”

- f) Repealing the first paragraph of the issue statement under item 4.0, Transportation, Issue, and replacing it with:
- “Westminster Highway, No. 2 Road, and River Road are important to Richmond’s network of major and local arterial routes. Access to these roads from properties in the neighbourhood should be restricted to maintain a free flow of traffic, except where such restrictions could result in unreasonable traffic impacts on local residents.”
- g) Repealing item 4.0, Transportation, Objective 1, policies (b) and (c), and replacing it with:
- “b) Restrict direct access to the sub-area from Westminster Highway, River Road, and No. 2 Road, except at the “Gateway” High Density Apartment site (See Land Use Map) where access/egress shall be exclusively via a single driveway with full turning movements on River Road (e.g., no driveways shall be permitted to this site from No. 2 Road or Dover Crescent);”
- h) Repealing the issue statement under item 5.0, Natural & Human Environment, Issue: Open Space and Parks, and replacing it with:
- “Roughly 4.9 ha (12.1 ac.) of land is devoted to open space in this neighbourhood, including the dyke, a 3.5 ha (8.6 ac.) neighbourhood park/school site, and linear walkways extending from Westminster Highway to River Road. This open space enhances both the physical and visual relationship of the area with its residential neighbours and the river, as does a mid-block pedestrian crossing at River Road. In addition, a pedestrian/bike landbridge over No. 2 Road (the timing and funding of which are still to be determined), at the former railway right-of-way, will link Dover Crossing with the proposed amenities and mixed-use development in and around the Richmond Oval, and vice versa.”
- i) Repealing item 5.0, Natural & Human Environment, Issue: Open Space and Parks, Objective 1, policy (c), and replacing it with:
- “c) Ensure that crossings accessible to pedestrians, cyclists, and wheelchairs are constructed in coordination with private development, including a mid-block crossing of River Road and a landbridge over No. 2 Road (the timing and funding of which are still to be determined) at the former railway right-of-way.”
- j) Repealing item 5.0, Natural & Human Environment, Objective 1, policy (f).
- k) Repealing the second paragraph of the issue statement under item 6.0, Community Facilities & Services, Issue, and replacing it with:
- “Additional residential development will increase pressure on children’s services and schools in the Thompson Area. To help address this, a childcare facility has been established in Dover Crossing and School

District No. 38 (Richmond) has secured a site for a future elementary school as part of a joint City/School District park/school site.”

- l) Repealing item 6.0, Community Facilities & Services, Objective 1, policy (d), and replacing it with:

“d) Provide for safe, convenient, and attractive pedestrian access to commercial, recreational, social, and cultural amenities by promoting the establishment of linkages between Dover Crossing and new uses to be developed in and around the Richmond Oval via upgrading of the dyke trail and a landbridge over No. 2 Road (the timing and funding of which are still to be determined);”

- m) Repealing item 8.2.2, Massing and Height, (b), and replacing it with:

“b) Establish a maximum transitional height gradient to all property lines of no more than 26 degrees for townhouse development and 45 degrees for apartment development (See Townhouse and Apartment Transitional Height Gradient sketches), except at the “Gateway” High Density Apartment site (See Land Use Map);”

- n) Repealing item 8.2.2, Massing and Height, (f), and replacing it with:

“f) Provide a landmark roof feature on the building located near the northeast corner of the Dover Crossing Neighbourhood (see Landmark sketch) and complement this feature in the design of the adjacent “Gateway” High Density Apartment site (See Land Use Map);”

- o) Under item 8.2.2, Massing and Height, inserting the following:

“h) At the “Gateway” High Density Apartment site (See Land Use Map):

- Overall Form – Encourage a broad, low-rise parking podium supporting streetwall-type buildings and up to one tower, the floorplate of which should not exceed 650 m<sup>2</sup> (6,997 ft<sup>2</sup>) in area above a height of 30 m (98.4 ft.) measured from the grade of the fronting street;
- Building Siting – Locate residential buildings generally near the property’s south and east sides to minimize view, sun, and privacy impacts on residential neighbours to the west and to help frame views to/from the No. 2 Road Bridge;
- Streetwall Character – Break up the streetwall with variations in building setback and height designed to create a more visually interesting, pedestrian-friendly streetscape and opportunities for a more varied landscape/planting scheme.
- “Slim” Tower – Enhance the impression of a slim tower form by setting a portion of the tower proud of the face of the streetwall and extending it to grade.

- Height - Limit building height to four storeys (above the parking podium) near the property's southwest and northeast corners to help provide a transition from adjacent, existing low-rise development and the riverfront to the site's higher building forms (e.g., up to 47 m /154.2 ft. geodetic) situated mid-block along the property's east side;"
- p) Repealing item 8.2.4, Landscape Elements, (c), (d), and (e), and replacing it with:
- “c) Ensure that the neighbourhood's north-south linear walkways provide for:
    - A Centre Walkway – A minimum width of 20 m (65.62 ft.) comprised of a 6 m (19.69 ft.) wide walkway surface, 3.5 m (11.48 ft.) of low-level landscaping, and 3.5 m (11.48 ft.) of terraced planting (see 20 m Walkway sketch); and
    - East and West Walkways - A minimum width of 10 m (32.81 ft.) comprised of a 3 m (9.84 ft.) wide walkway surface, and 3.5 m (11.48 ft.) of low-level landscaping (see East and West Linear Walkway sketch);
  - d) Provide two east-west walkways including:
    - One along the south side of River Road, linking the neighbourhood's three north-south walkways with River Road's mid-block pedestrian crossing; and
    - One following the former railway right-of-way, linking the neighbourhood's park/school site and north-south walkways with the area's childcare facility and the pedestrian/bike landbridge connection (the timing and funding of which are still to be determined) over No. 2 Road to the Richmond Oval and City Centre;
  - e) Provide for a pedestrian/bike landbridge connection (the timing and funding of which are still to be determined) over No. 2 Road to the City Centre, the design of which aims to:
    - Provide a seamless extension of the public realm, directly fronted on by development along the south edge of the neighbourhood's "Gateway" High Density Apartment site (See Land Use Map) – similar to the way in which other neighbourhood properties front onto the area's north-south walkways (e.g., no parking structure setbacks, minimum residential dwelling setbacks, intervening space used for landscaping, private patios, and units entries, etc.);
    - Rise gently from west to east in order to avoid any use of stairs or switchback ramps;
    - Integrate with the south end of a publicly-accessible, mid-block pedestrian route running across the "Gateway" High Density Apartment site (See Land Use Map) to the east-west walkway along the south side of River Road; and
    - Have a minimum walkway surface width of 3 m (9.84 ft.), together with terraced landscaped planters along its edges (except where the bridge is over No. 2 Road);”

- q) Repealing item 8.2.5, Site Specific Guidelines and Map, and replacing it with:

“8.2.5 Additional Guidelines

- a) Development Sites with Site Specific Guidelines

There are Detailed Character Guidelines for the properties indicated in the map entitled “Location of Development Sites with Site Specific Guidelines”. These guidelines form part of the Official Community Plan Bylaw 7100, Schedule 2.2A and are available at the Urban Development Division.

- b) Multiple-Family Amenity Space

Multiple-Family Amenity Space should be provided in accordance with Section 9.3.9 of Schedule One to Bylaw No. 7100 (Official Community Plan), except that for properties situated in “Area 2”, as defined under Section 5.4 of that same bylaw, with regard to indoor amenity space:

- Payment of cash-in-lieu should not be permitted;
- Projects should not be exempt from providing indoor amenity space where the average unit size exceeds 148 m<sup>2</sup> (1,593 ft<sup>2</sup>); and
- The minimum size of indoor amenity space should be:
  - i. For projects with 4-200 units: 200 m<sup>2</sup> (2,153 ft<sup>2</sup>)
  - ii. For projects with more than 200 units: 300 m<sup>2</sup> (3,229 ft<sup>2</sup>)

- c) “Gateway” High Density Apartment Site (See Land Use Map)

It is the objective of these guidelines to minimize potential parking and related impacts arising from the development of the “Gateway” High Density Apartment site on properties in the Dover Crossing neighbourhood and to encourage more sustainable development that is less dependent on the automobile.

- Limit vehicle access to:
  - i. A single driveway access point with full turning movements along River Road (e.g., no driveway access shall be permitted from No. 2 Road or Dover Crescent);
  - ii. A shared parking access for the site’s market and affordable housing components in the form of an easement leading through the parkade on the north (e.g., market) portion of the site to the south (e.g., affordable housing) portion; and
  - iii. A shared on-site drop-off/pick-up area providing convenient access to both the site’s market and affordable housing components in the form of a landscaped, rooftop (e.g., on top of the parking podium) driveway and auto-court situated on the north (e.g., market) portion of the site.

- Limit the visual impact, height, and bulk of the site’s parking structure (e.g., podium) by:
  - i. Minimizing the amount of parking required through the use of parking demand management measures (See parking reduction opportunities below);
  - ii. Submerging a portion of the parking structure below the grade of the adjacent public streets and open spaces;
  - iii. Landscaping the parking podium’s roof (e.g., trees, ground cover, shrubs, decorative paving, etc.) and restricting roof-top parking to drop-off/pick-up spaces, car-share spaces, and a limited number of visitor spaces; and
  - iv. Concealing the podium’s edges with some combination of dense planting with a mix of indigenous and naturalized evergreen and deciduous trees and shrubs (e.g., along the site’s west edge and along River Road and No. 2 Road), residential uses, and the bermed/landscaped approach to the pedestrian landbridge over No. 2 Road (the timing and funding of which are still to be determined);
- For multiple-family housing (e.g., not congregate housing), provide for parking reduction opportunities of up to 15% of the bylaw requirement where transportation demand management measures are provided as part of a development as follows:

Allowable Parking Reductions <i>As compared with the site's zoning bylaw requirements</i>	Required Transportation Demand Management Measures			
	Shuttle Bus <i>A lay-by along the site's No. 2 Road frontage, including a public shelter, seating, lighting, and pedestrian amenities.</i>	Car-Share Vehicle* <i>A specified number of new vehicles and a corresponding number of on-site, publicly-accessible parking spaces</i>	Car-Share Membership* <i>Agency memberships tied in perpetuity to a specified % of the project's dwellings</i>	2-Zone Transit Passes <i>Passes for one year for a specified % of the project's dwellings</i>
3.75%	1	1	25%	25%
7.50%	1	2	50%	50%
11.25%	1	3	75%	75%
15.00%	1	4	100%	100%

\* Vehicles and memberships must be with a City of Richmond-approved car-share agency.

- Promote the provision of bicycle parking at a rate of:

Land Use	Minimum Number of Bicycle Parking Spaces		
	Residents Secured* Spaces	Visitors Unsecured** Spaces	Staff Secured Spaces
Multiple-Family Dwelling	1.25	0.20	-
Congregate Housing	-	0.10	0.10

\* A secured space shall mean a bicycle locker or parking space in a lockable bicycle room.

\*\* An unsecured space shall mean a parking space at an outdoor bicycle rack.



r) Repealing the existing "Land Use Map" and replacing it with "Schedule B attached and forming part of Bylaw No. 8040".

2. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8040**".

FIRST READING

MAR 13 2006

PUBLIC HEARING

SECOND READING

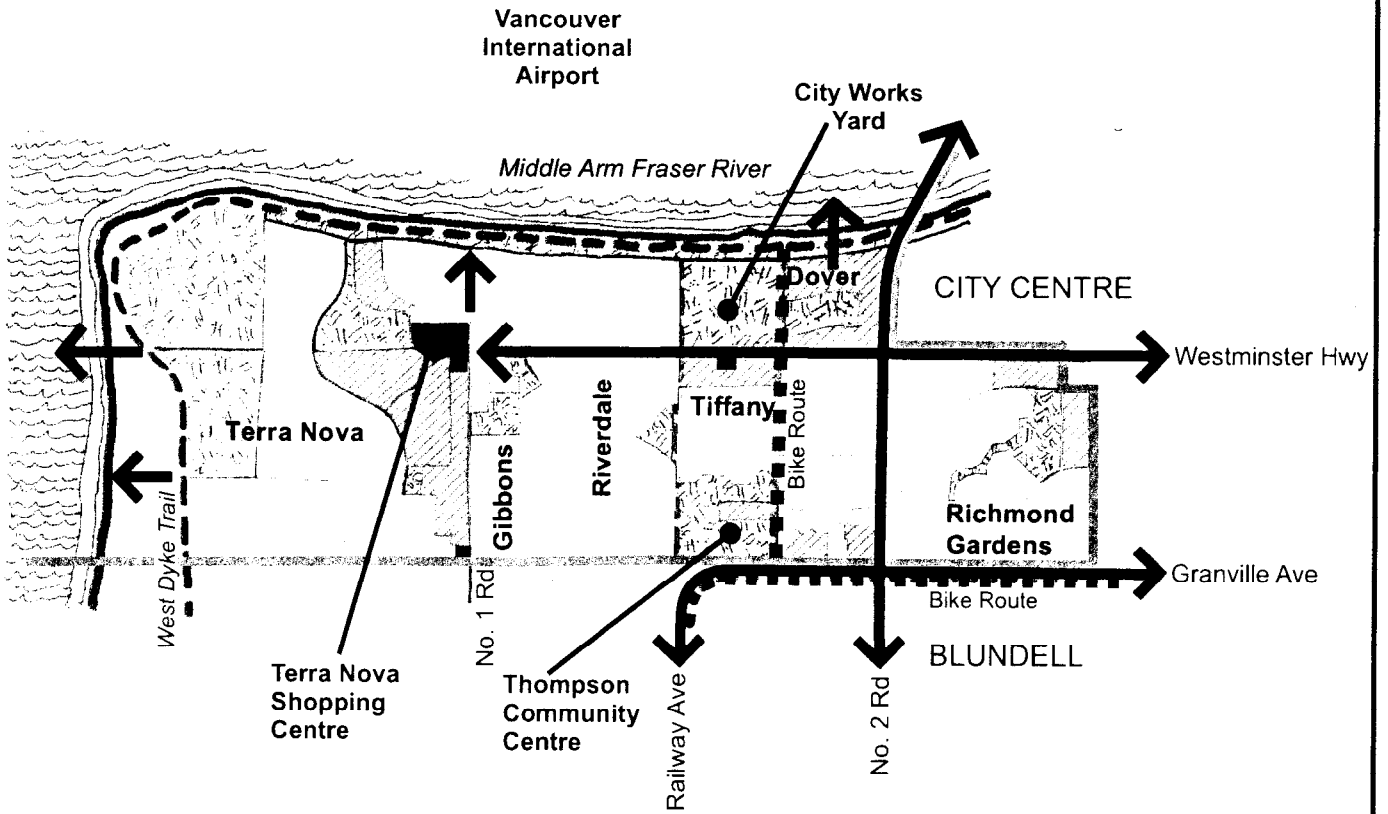
THIRD READING







ADOPTED



\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



- |   |                             |   |                  |
|---|-----------------------------|---|------------------|
|  | Single Family Residential   |  | Place of Worship |
|  | Multiple Family Residential |  | Golf Course      |
|  | Commercial                  |  | Park / School    |



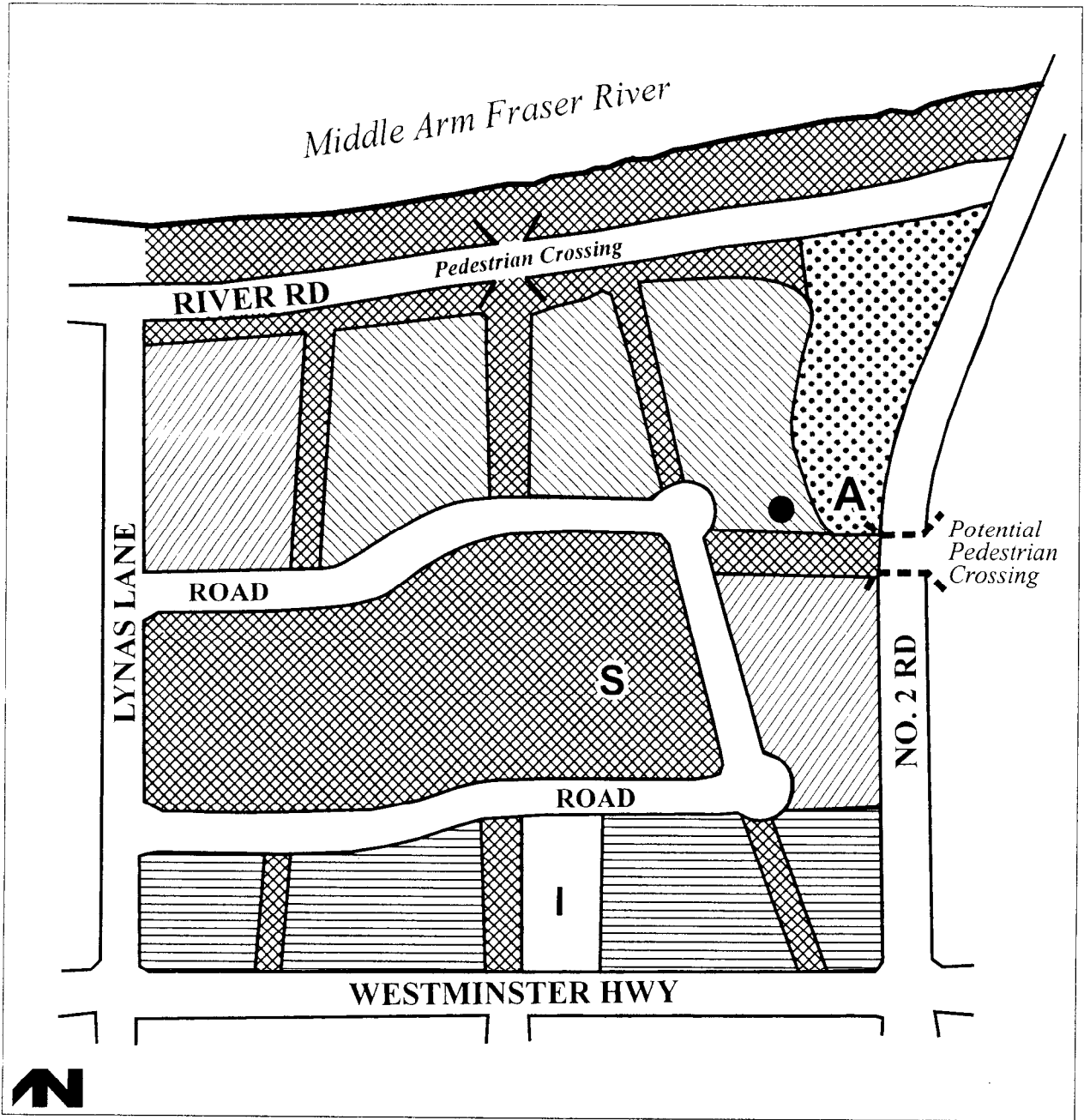
# OCP Schedule 1 Amendment








Original Date: 02/10/06

Amended Date:

Note: Dimensions are in METRES

# Land Use Map



 Townhouses (0.55 FAR max.)	 Townhouses & Medium Density Apartments (1.6 FAR max.)	 Institutional
 Park/Open Space	 "Gateway" High Density Apartments (3.0 FAR max.)	 Daycare
 Townhouses & Medium Density Apartments (1.2 FAR max.)	<b>S</b> Possible School Site within the Sub-Area	<b>A</b> Affordable Housing (3.0 FAR max.)



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 8041 (RZ 06-326438)  
5491 NO. 2 ROAD**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 291.172 thereof the following:

**“291.172 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/172)**

The intent of this zoning district is to provide for high-density residential uses and congregate housing.

291.172.1 **PERMITTED USES**

**RESIDENTIAL**, limited to **Multiple-Family Dwelling** and **Congregate Housing**;  
**BOARDING & LODGING**, limited to 2 persons per **dwelling unit**;  
**HOME OCCUPATION**;  
**COMMUNITY USE**;  
**ACCESSORY USES, BUILDINGS & STRUCTURES**, but excluding **secondary suites**.

291.172.2 **PERMITTED DENSITY**

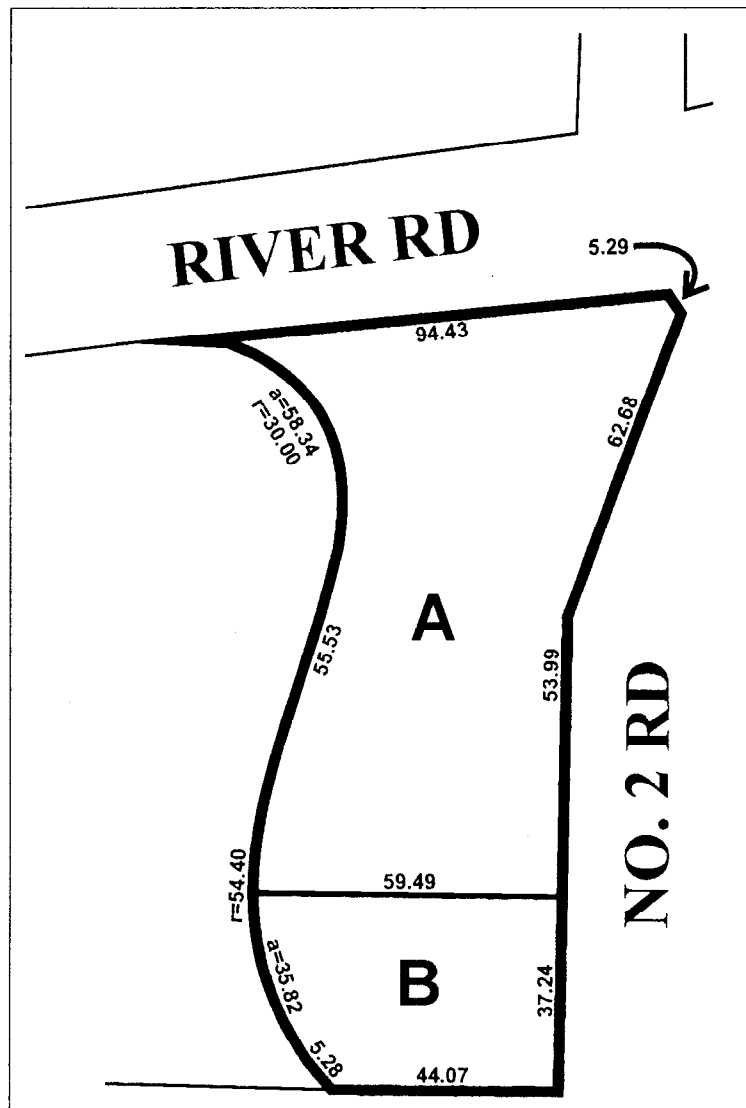
.01 **Maximum Floor Area Ratio:**

- a) 3.0;
- b) An additional 0.1 **Floor Area Ratio** is permitted provided that it is entirely **used** to accommodate **Amenity Space**; and
- c) For the purpose of this subsection, **Floor Area Ratio** shall be deemed to exclude the following:
  - (i) portions of a **building used** for required off-street vehicle and bicycle parking purposes;
  - (ii) unenclosed balconies; and
  - (iii) elevator shafts and common stairwells.

291.172.3 **MINIMUM LOT SIZE**

- .01 A **building** shall not be constructed on a **lot** that is less than:
  - a) For the area identified as “A” in Diagram 1, Section 291.172.3.02:  
6,000 m<sup>2</sup> (64,585.575 ft<sup>2</sup>) in area; and
  - b) For the area identified as “B” in Diagram 1, Section 291.172.3.02:  
2,000 m<sup>2</sup> (21,528.525 ft<sup>2</sup>) in area.

.02 Diagram 1



291.172.4 **MAXIMUM LOT COVERAGE:**

- .01 For the area identified as “A” in Diagram 1, Section 291.172.3.02: 40% provided that a minimum of 50% of the **lot** is covered by pervious surfaces, of which 40% must be some combination of plant material demonstrating habitat value to the satisfaction of the City of Richmond.
- .02 For the area identified as “B” in Diagram 1, Section 291.172.3.02: 70%.

291.172.5 **LOWEST HABITABLE FLOOR ELEVATION**

- .01 For **dwelling units**: 4.0 m (13.123 ft.) geodetic.

291.172.6 **MINIMUM SETBACKS FROM PROPERTY LINES**

- .01 For the area identified as “A” in Diagram 1, Section 291.172.3.02:
  - a) For off-street parking **structures**:
    - (i) 3 m (9.843 ft.) from the north, west and east **property lines**;
    - (ii) 0 m (0 ft.) from the **south property line**; and
    - (iii) parking **structures** below finished grade may project beyond the required **setback line**;
  - b) For all other **buildings** and **structures**:
    - (i) 3 m (9.843 ft.) from the south **property line**;
    - (ii) 6 m (19.685 ft.) from the north and east **property lines**; and
    - (iii) 20 m (65.617 ft.) from the west **property line**.
- .02 For the area identified as “B” in Diagram 1, Section 291.172.3.02:
  - a) For off-street parking **structures**:
    - (i) 3 m (9.843 ft.) from the west and east **property lines**;
    - (ii) 0 m (0 ft.) from the north and south **property lines**; and
    - (iii) parking **structures** below finished grade may project beyond the required **setback line**;
  - b) For all other **buildings** and **structures**:
    - (i) 6 m (19.685 ft.) from the west and east **property lines**;
    - (ii) 3 m (9.843 ft.) from the north and south **property lines**.
- .03 Notwithstanding the limitations imposed in Section 291.172.6.01 and 291.172.6.02 landscape **structures** and canopies at **building** entries may project beyond the required **setback line**.

**291.172.7 MAXIMUM HEIGHTS OF BUILDINGS & STRUCTURES**

- .01 For the area identified as “A” in Diagram 1, Section 291.172.3.02 the maximum **building** and **structure height** shall be as follows:
- a) Within 20 m (65.617 ft.) of the west **property line**: 5 m (16.404 ft.);
  - b) Within 102.5 m (336.286 ft.) of the south **property line** of the area identified as “B” in Diagram 1, Section 291.172.3.02: 45 m (147.638 ft.);
  - c) Elsewhere: 18 m (59.055 ft.); and
  - d) Where two maximum heights are identified in Section 291.172.5.01 a), b), and c) for a portion of area “A”, the lower height shall apply.
- .02 For the area identified as “B” in Diagram 1, Section 291.172.3.02 the maximum **building** and **structure height** shall be as follows:
- a) For off-street parking **structures**: 5 m (16.404 ft.);
  - b) For all other **buildings** and **structures**:
    - (i) within 26 m (85.302 ft.) of the east **property line**: 24 m (78.740 ft.); and
    - (ii) elsewhere: 18 m (59.055 ft.).

**291.172.8 OFF-STREET PARKING & LOADING**

Off-street parking and loading shall be provided and maintained in accordance with Division 400 of this bylaw, EXCEPT THAT:

- .01 The number of parking spaces required for the following **uses** shall be:
- a) For **Multiple-Family Dwelling**:
    - (i) For residents: 1.28 spaces per **dwelling unit**;
    - (ii) For visitors: 0.17 spaces per **dwelling unit**;
    - (iii) Where two off-street parking spaces are to be used by the residents of a single **dwelling unit**, they may be provided in a tandem arrangement such that one parking space is behind the other and both parking spaces are generally perpendicular to the drive aisle; and
  - b) For **Congregate Housing**: 0.4 parking spaces per **dwelling unit**

.02 Bicycle parking shall be provided according to the following minimum standards:

- a) For **Multiple-Family Dwelling**:
  - (i) For residents: 1.25 secured spaces per **dwelling unit**;
  - (ii) For visitors: 0.20 unsecured spaces per **dwelling unit**;
- b) For **Congregate Housing**:
  - (i) For staff: 0.10 secured spaces per **dwelling unit**;
  - (ii) For visitors: 0.10 unsecured spaces **per dwelling unit**;
- c) For the purposes of this subsection, a secured space shall mean a bicycle locker or parking space in a lockable bicycle room, and an unsecured space shall mean a parking space at an outdoor bicycle rack.”

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it COMPREHENSIVE DEVELOPMENT DISTRICT (CD/172).

P.I.D. 018-594-433

Lot D Section 1 Block 4 North Range 7 West, New Westminster District Plan LMP13619

3. This Bylaw may be cited as “**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8041**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAR 13 2006

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MAYOR

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CORPORATE OFFICER