

Richmond Official Community Plan



City of Richmond

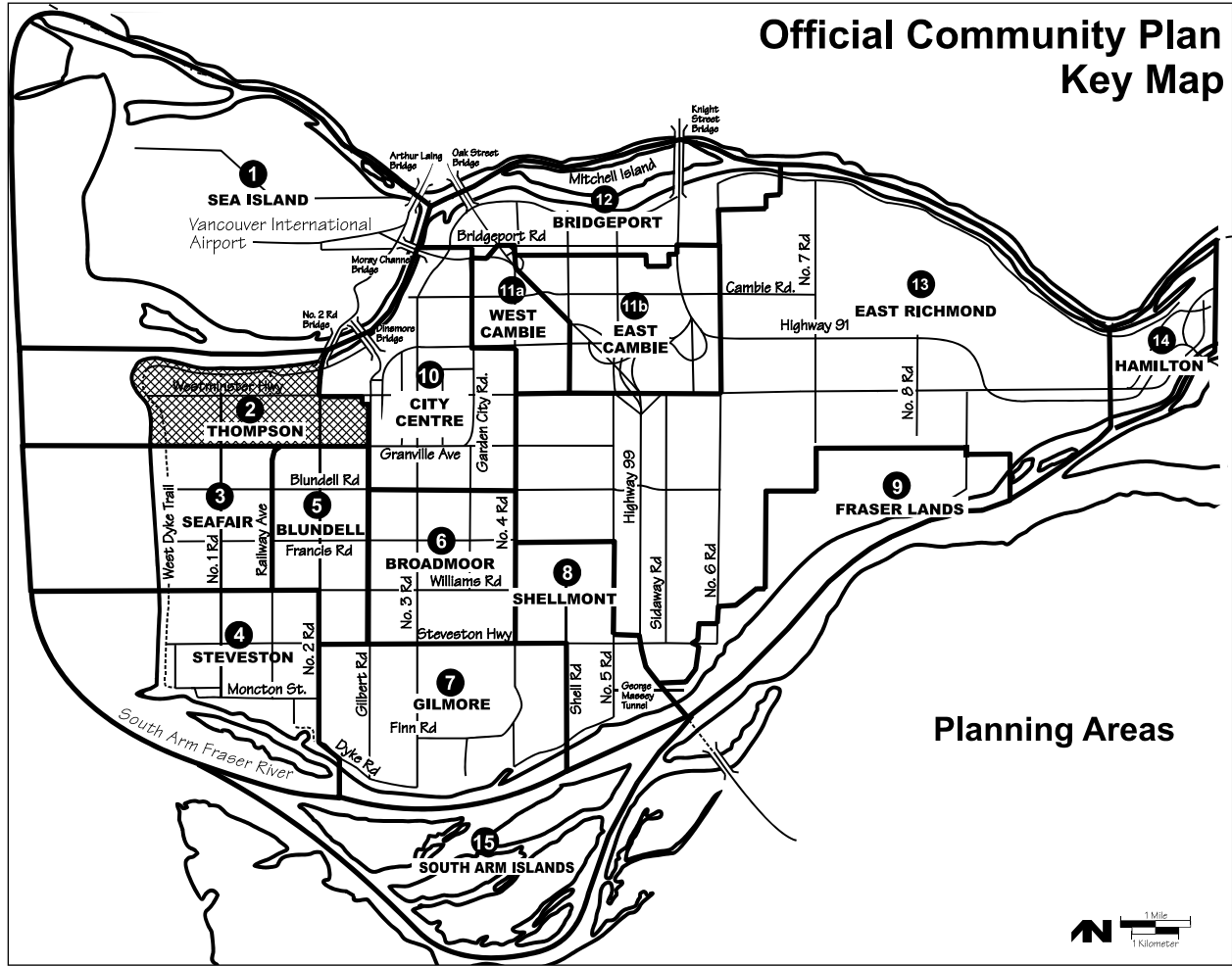
THOMPSON AREA DOVER CROSSING SUB-AREA PLAN

Bylaw 7100 Schedule 2.2A



KEY MAP

Bylaw 7406
2002/10/21



PLAN AREA MAP

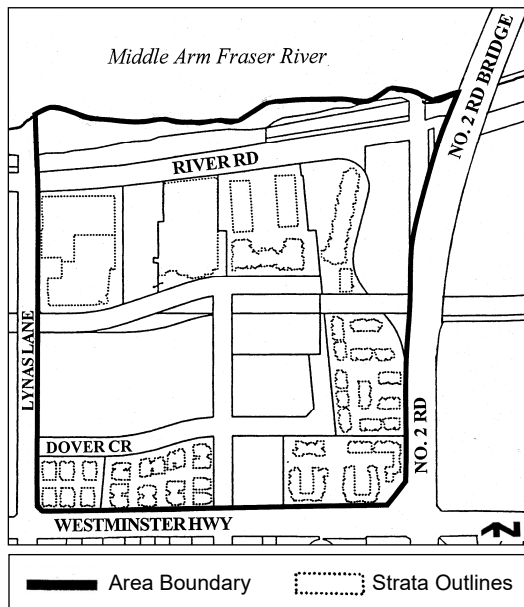


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PLAN INTERPRETATION

What is the Official Community Plan (OCP)?

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

How is the Plan organized?

The OCP (Bylaw 7100) is comprised of:

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

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

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

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

Plan Precedence

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

Changes to this Document

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

Definitions

See OCP Schedule 1.

1.0 PLAN OVERVIEW Bylaw 8040 2006/04/18

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.

1.1 PURPOSE

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

This plan sets out the goals, objectives, policies and development guidelines for the Dover Crossing Sub-Area, a part of the Thompson Planning Area.

1.2 VISION *Bylaw 8040
2006/04/18*

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:



Linear Walkways Connect Housing to the Waterfront

- 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;
- Developments designed to maintain and enhance air, water, and soil quality.

1.3 GOALS

1. To permit residential development that:
 - a) Recognizes the area's close proximity to the No. 2 Road Bridge, the Middle Arm of the Fraser River and the City Centre;
 - b) Preserves views of the waterfront and the mountains;
 - c) Provides public access to the waterfront;
 - d) Includes community services and open space that enhances liveability;
 - e) Maintains, enhances and preserves air, water, and soil quality.
2. To encourage and facilitate features which create a "heart and soul" for the neighbourhood, such as land-bridges, special landscaping, fountains and public art.
3. To provide roads, walkways, and bicycle paths that help to connect the neighbourhood with the riverfront and the surrounding areas in a convenient and safe manner.

2.0 JOBS & BUSINESS

See OCP.

3.0 NEIGHBOURHOODS & HOUSING

ISSUE:

Housing Forms

Bylaw 8040
2006/04/18



This plan provides for a mix of townhouses and apartments, the densities of which range from 0.55 FAR¹ to 3.0 FAR with most development being of medium density.



New Apartment Units

Bylaw 8040
2006/04/18



As shown on the Land Use Map, townhouses are located along the southern edge of the neighbourhood to provide a gradual transition from the low density single-family area along the south side of Westminster Highway. The apartments are deliberately located in the north and north-east portions of the neighbourhood in order to create a visual gateway into Richmond. The taller buildings allow for more green space, and in conjunction with the linear walkways enhances both private and public views and access to the waterfront.

OBJECTIVE 1:

To provide a range of housing types for a variety of households and age groups.

POLICIES:

- a) Allow development such that a mixture of housing types are provided as per the Land Use Map;
- 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 m² (0.5 ac.) site for affordable housing near the head of the No. 2 Road Bridge as per the Land Use Map.

¹ FAR (Floor Area Ratio: means the figure obtained when the total area of the floors of the building on a lot, measured to the outer limits of the building or buildings, is divided by the area of the lot.)



Views to the River

Bylaw 8040
2006/04/18

ISSUE:

Views and Vistas

Views of the airport and the mountains are unobstructed from the neighbourhood. The physical height of the dyke restricts views to the north for low level residences.

OBJECTIVE 2:

To utilize opportunities for views of the Fraser River and mountains.

POLICIES:

- a) Encourage building designs which maximize views of the river and mountains;
- b) Encourage designs that minimize building shadowing of public and private open spaces and walkways.

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.

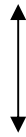
OBJECTIVE 3:

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;

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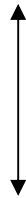
Bylaw 7794
2004/11/23

- 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.

4.0 TRANSPORTATION

ISSUE:

Bylaw 8040
2006/04/18



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.

The dyke trail system will accommodate pedestrian traffic on the north side of River Road. Thus, a sidewalk will only be required on the south side of River Road.

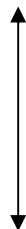
Sanitary sewers, storm sewers, underground wiring, sidewalks, curbs and gutters will need to be provided in the neighbourhood with costs apportioned to all properties in the sub-area.

OBJECTIVE 1:

To improve the quality of the existing public utilities and roads concurrent with new residential development.

POLICIES:

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- a) Close Dover Road for linear park purposes as shown on the Land Use Map;
- 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);
- c) Protect River Road as a local arterial road;
- d) Accommodate pedestrians and cyclists on all roads with adequate sidewalks, and bicycle lanes.

5.0 NATURAL & HUMAN ENVIRONMENT

ISSUE:

Fraser River

The most distinctive feature of the sub-area is its relationship to the Fraser River. The dyke and foreshore of the Fraser River serve as both a recreational and natural amenity that must be protected and enhanced. The dyke and trail system is an important part of Richmond's Open Space System.

OBJECTIVE 1:

To acknowledge the Fraser River as a resource for many users while preserving and protecting the foreshore.

POLICIES:

- a) Support policies and actions directed towards improving water quality and preserving marsh areas, and fish and wildlife habitats in and along the Middle Arm of the Fraser River;
- b) Retain the dyke adjacent to the Dover Crossing Neighbourhood for open space purposes.

ISSUE:

Open Space and Parks

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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.



Open Space

OBJECTIVE 1:

To ensure that sufficient public and private park and open space is provided for recreational uses, pedestrian and bicycle movement and to promote better air quality.

POLICIES:

- a) Designate no less than 2.43 ha (6 ac.) of land for an active neighbourhood park as per the Land Use Map;
- b) Require that three linear parkways extending from Westminster Highway to the waterfront are provided for public access as part of the development site as per the Land Use Map²;
- 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;
- d) Require that the Dover Crossing Neighbourhood is accessible by cyclists and that bicycle racks are provided within the public areas;
- e) Encourage the preservation of mature trees in the neighbourhood.

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2006/04/18



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2006/04/18

² Where the linear parkways cross private lands, the linear parkways will be designated for the same land use as the contiguous private properties.

6.0 COMMUNITY FACILITIES & SERVICES

ISSUE:

Nearly all community service and facility needs of the residents are met outside of this sub-area. The Thompson Community Centre is located approximately 0.8 km (0.5 mi.) away from the neighbourhood.

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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.

The Dover Crossing Neighbourhood is located in close proximity to the City Centre which is the focus of high density residential and commercial development in Richmond. Therefore, major commercial facilities are not warranted in the Dover Crossing Neighbourhood.

OBJECTIVE 1:

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

POLICIES:

- a) Expand the services of the Thompson Community Centre rather than duplicate the same services in the sub-area;
- b) Encourage the provision of space for childcare and private amenity space in the sub-area;
- c) Encourage the Richmond School Board to provide an elementary school in the sub-area;
- 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);
- e) Encourage the provision of special landscaping, a fountain, and public art in the Dover Crossing Sub-Area.



Childcare Facility

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2006/04/18



7.0 CITY INFRASTRUCTURE

See OCP.

8.0 DEVELOPMENT PERMIT GUIDELINES

8.1 APPLICATION AND INTENT

8.1.1 DEVELOPMENT PERMIT AREA

This section contains Development Permit Guidelines which apply to the lands designated for multiple-family residential use on the Dover Crossing Land Use Map.

It is intended that these guidelines be used in conjunction with:

- The City wide Development Permit Guidelines located in the OCP (Schedule 1 of this Bylaw);
- With the site specific guidelines for each development site located within the neighbourhood as shown on the “Location of Development Sites with Detailed Character Guidelines” Map.

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

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

8.1.2 JUSTIFICATION

All the multiple family developments in the Dover Crossing Neighbourhood merit site-by-site consideration of form and character to ensure:

- That an appropriate, high quality built form is developed adjacent to the waterfront;
- That the open spaces and the form of development in the Dover Crossing Neighbourhood provide a gateway to Richmond from the No. 2 Road Bridge crossing;
- That the intermediate view to the Fraser River and airport, as well as the distant views to the North Shore mountains are preserved and enhanced by the building forms and provision of unobstructed view corridors;

- That the forms and materials applied to the buildings, and the type of street furniture, landscaping, signage, and light standards erected in the open spaces are co-ordinated throughout the area to form a distinct and cohesive urban neighbourhood character.

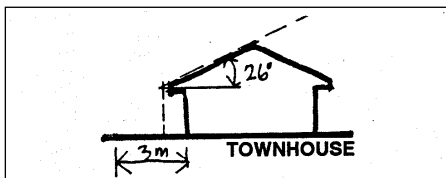
8.2 DEVELOPMENT PERMIT GUIDELINES

8.2.1 SETTLEMENT PATTERNS

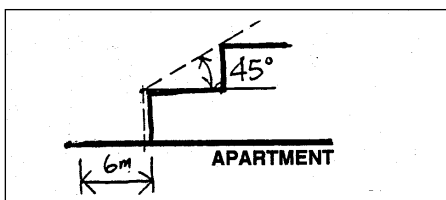


Secondary Entrance from Private Residences onto Common Walkway

- Establish clear and appropriate pedestrian connections between the private residences and the public areas;
- Locate major entrances of the buildings onto the linear walkways;
- Provide secondary entrances from the building courtyards and from the private units onto the linear walkways where possible;
- Locate secondary entrances from the private residences onto common walkways located in between development sites;
- Multiple residential developments should provide a broad range of unit types and sizes. Included as part of this housing mix are the following minimum requirements for particular unit types:
 - A minimum of 20% of the units to be no larger than 92.9 square metres (1,000 square feet) of net area;
 - A minimum of 50% of the ground-oriented units with direct access to a linear walkway shall contain two bedrooms;
 - A minimum of 10% of the ground-oriented units with direct access to a linear walkway shall contain three or more bedrooms;
 - A minimum of 5% of the units shall be "adaptable housing" to accommodate individuals with disabilities. A minimum of 25% of these units provided shall be ground-oriented.
- Multiple residential development should recognize the importance of the "companion animal" (e.g. dogs and cats) to people living in the community, as well as the health and emotional benefits of the human-bond animal.



Townhouse Transitional Height Gradient

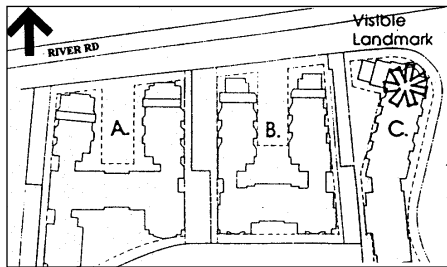


Apartment Transitional Height Gradient

8.2.2 MASSING AND HEIGHT

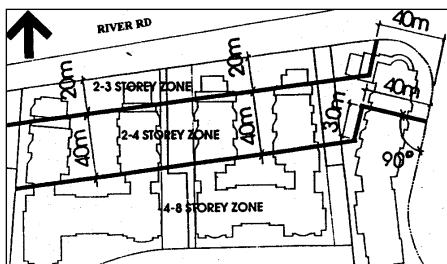
- A variety of overall roof heights and forms should be employed to give interest and residential scale to the building forms.

Bylaw 8040
2006/04/18



Landmark

Bylaw 8040
2006/04/18



Terraced Massing

Bylaw 8040
2006/04/18

- 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);
- c) Employ pitched roofs to express a traditional residential character as the theme of the development. Flat roof elements, in combination with these pitched roofs, may be introduced as a means to create diversity;
- d) Sculpt and terrace upper floors in buildings over four-storeys in height to reduce mass, and create a transition in height and maximize views;
- e) Reduce the scale of the buildings along the walkways by providing secondary roofs or trellises over entries and patios at lower levels;
- 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);
- g) Create terraced roof forms along River Road by stepping the building stories back from the riverfront (see Terrace Massing sketch);
- 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 m² (6,997 ft²) 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;

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- 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.

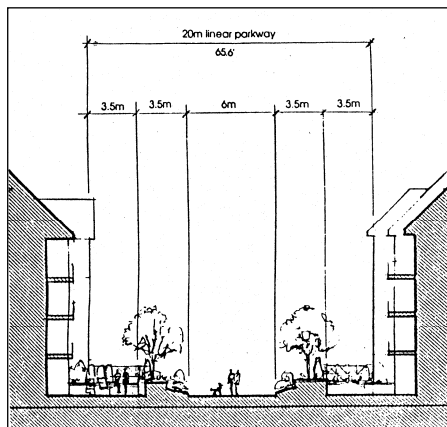
8.2.3 ARCHITECTURAL ELEMENTS

- The waterfront location should be reflected in a marine style of architecture and in the choice of street furniture and lighting standards throughout the neighbourhood;
- Create "front stair" connections between a unit's private outdoor space, and the linear walkway it faces, provided that the grade between the two areas is no greater than 1.5 m (4.92 ft.);
- Create highly visible and identifiable building entrances through the use of landscape and prominent architectural components to create gateways into the courtyards;
- The residential character of the neighbourhood should be expressed through appropriately scaled and proportioned windows;
- Use various forms of projections, such as bay windows;
- Orient interior spaces as well as primary windows of units towards views of the mountains or the school and park site, rather than directly across the linear walkways and courtyards;
- Public and private outdoor space should be clearly defined to enhance the feeling of privacy and the pedestrian experience on the neighbourhood walkways;
- Articulate building edges to define private balconies and patios that become a natural extension to the residential unit;

Bylaw 7794
2004/11/23

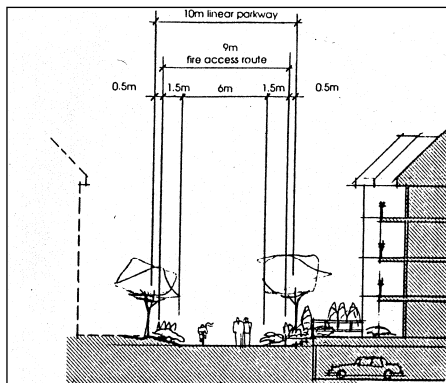
8.2.4 LANDSCAPE ELEMENTS

- Provide three linear walkways extending from Westminster Highway through to the water. Each of these three walkways will have:
 - Focal areas in the form of arrival plazas and entry courts;
 - Will rise gradually up from the south to the north to maximize viewing opportunities to the waterfront and mountains.



20 m Walkway

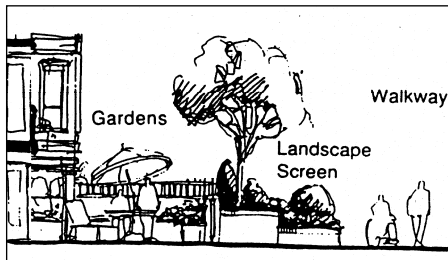
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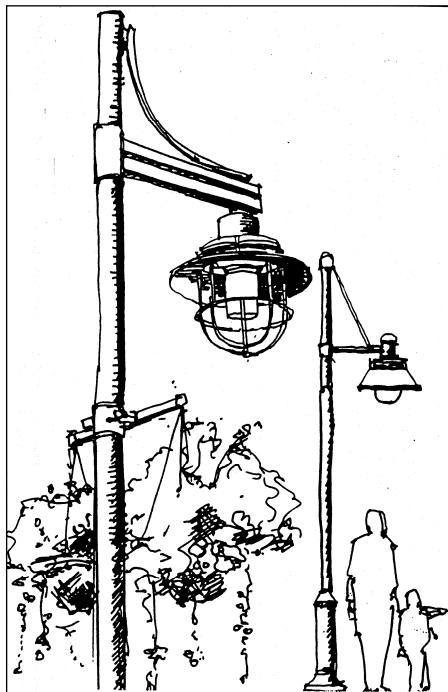
East and West Linear Walkway

- The central walkway is the most significant of the three walkways because it will provide a direct connection through the neighbourhood, across River Road to the riverfront and trail system, and the central and east linear walkway will also offer viewing points at their termination at River Road;
- b) Prominent at-grade crossings accessible by pedestrians, cyclists and people with disabilities will be provided over River Road to provide distinct and safe crossings to the dyke;
 - 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);
 - 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;
 - 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;

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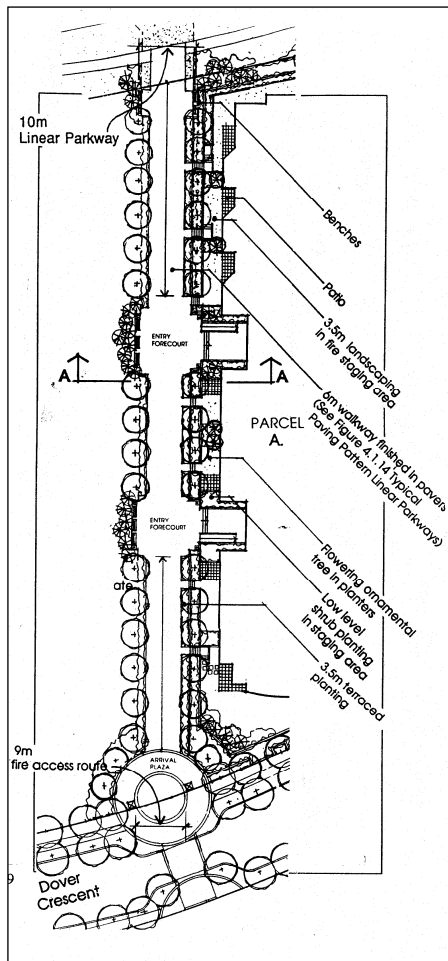


Landscape Private Open Space



Lighting

- 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;
 - 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).
- f) Provide substantial landscaping, terracing, screening and low level hedges between private ground-oriented outdoor spaces and the public spaces (see Landscape Private Open Space sketch);
 - g) Require that all elements and connections in the pedestrian circulation system be accessible by bicycles, and people with disabilities including provisions for the visually impaired;
 - h) Use the same decorative and durable walking surface on all the linear walkways, and the pedestrian road crossings throughout the neighbourhood;
 - i) Provide textured surfaces as part of the paving patterns to provide a guide route for the visually impaired;
 - j) Install low level, possibly wall mounted pedestrian lighting which provides light and security onto the walkways, but does not produce glare into the adjacent residential buildings;
 - k) Erect ornamental lights at the focal areas (arrival plazas, entry forecourts, viewing areas) along the entire pedestrian circulation system. These lights should have a maritime design character and include:
 - Post and bracket support system;
 - A pendant fixture with metal hood;
 - A painted metal finish in a maritime colour.
- All the lighting standards and street furniture should be finished in a common colour scheme throughout the neighbourhood to enhance the area's special character (see Lighting sketch);
- l) Install directional signage at strategic locations throughout the neighbourhood which provides information relating to the public areas (linear walkways, crossings, school, park, etc.), as well as to the private residences (building entries and facility signs). The signs should be co-ordinated with the design character and location of the lighting standards throughout the entire neighbourhood. The signs should be visible during day time and evening hours;



Arrival Plazas and Entry Forecourts



Linear Walkway

- m) Plant ornamental, possibly flowering trees along the both sides of the three linear walkways. Trees should have a minimum calliper of 50 mm (1.97 in.), and be spaced at 6.0 m (19.69 ft.) to 7.0 m (22.97 ft.) intervals;
- n) Provide terraced planters along the linear walkways containing plants that create a height gradient separation between the public and private areas. The dimensions of the planters should be at least 1.2 m (3.94 ft.) wide and 0.9 m (2.95 ft.) deep;
- o) Locate the "arrival plazas" (enlarged circular seating areas which are intended to welcome and orient the visitor) at the entrances of the linear walkways from Westminster Highway and Dover Crescent (see Arrival Plazas and Entry Forecourts sketch);
- p) Design the "arrival plazas" to contain the following elements:
 - A widened, hard circular surface with a distinct paving pattern;
 - Bollards to prevent non-essential vehicular traffic;
 - High quality vandal resistant street furniture, including benches and garbage receptacles;
 - Accent planting;
 - Signage and ornamental light standards.
- q) Locate entry forecourts at all major entrances to buildings along the linear walkways (see sketch);
- r) Design the entry forecourts to contain the following elements:
 - A widened, hard circular surface with a distinct paving pattern;
 - Ornamental light standards and signage;
 - Benches at the edge of the space;
 - Bicycle racks;
 - Accent planting;
 - Garbage receptacles.

8.2.5 ADDITIONAL GUIDELINES

Bylaw 8040
2006/04/18

- 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 m² (1,593 ft²);
- The minimum size of indoor amenity space should be:
 - i. For projects with 4-200 units: 200 m² (2,153 ft²);
 - ii. For projects with more than 200 units: 300 m² (3,229 ft²).

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;
 - 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;
 - 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.

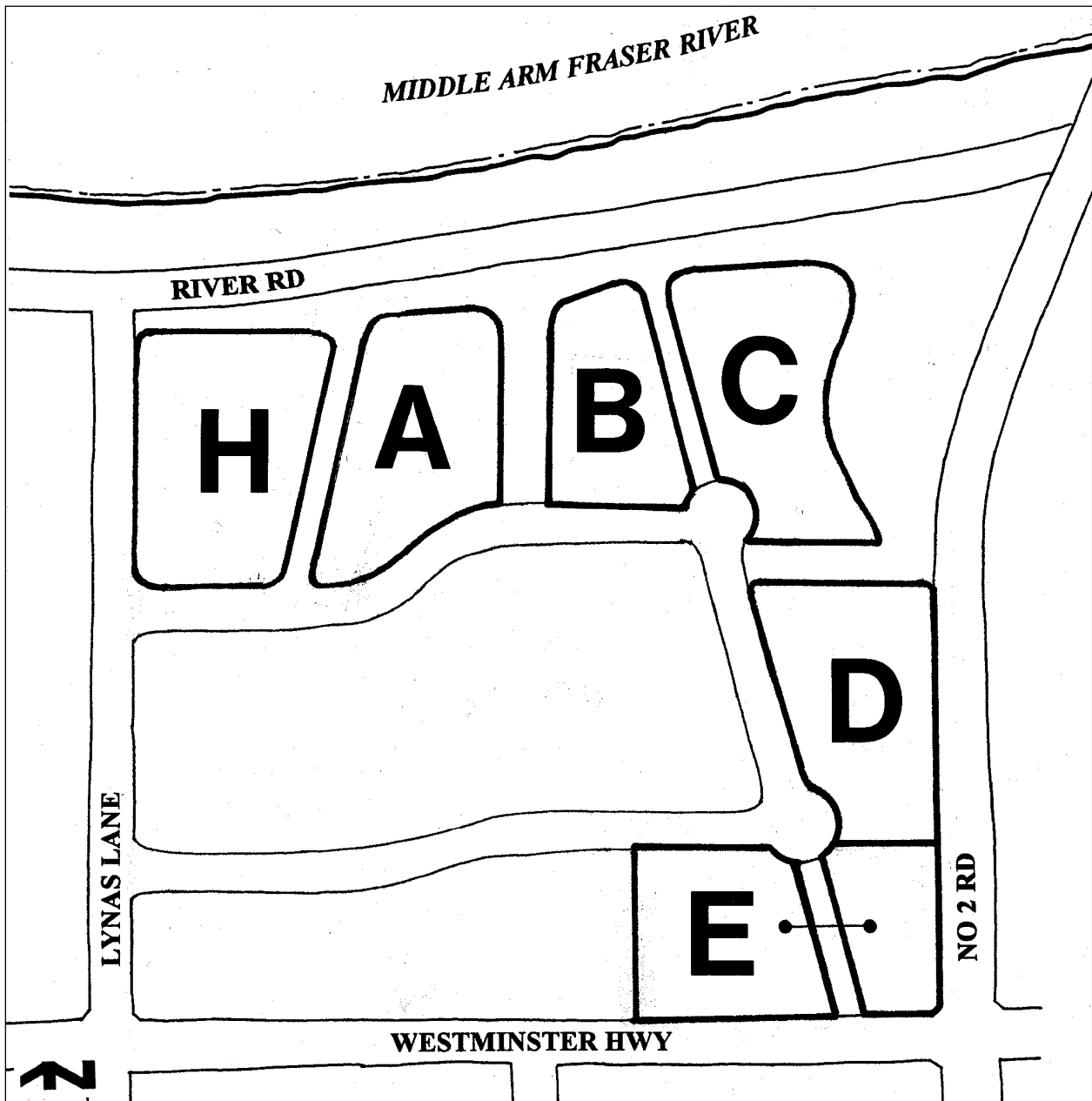
- Promote the provision of bicycle parking at a rate of:

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

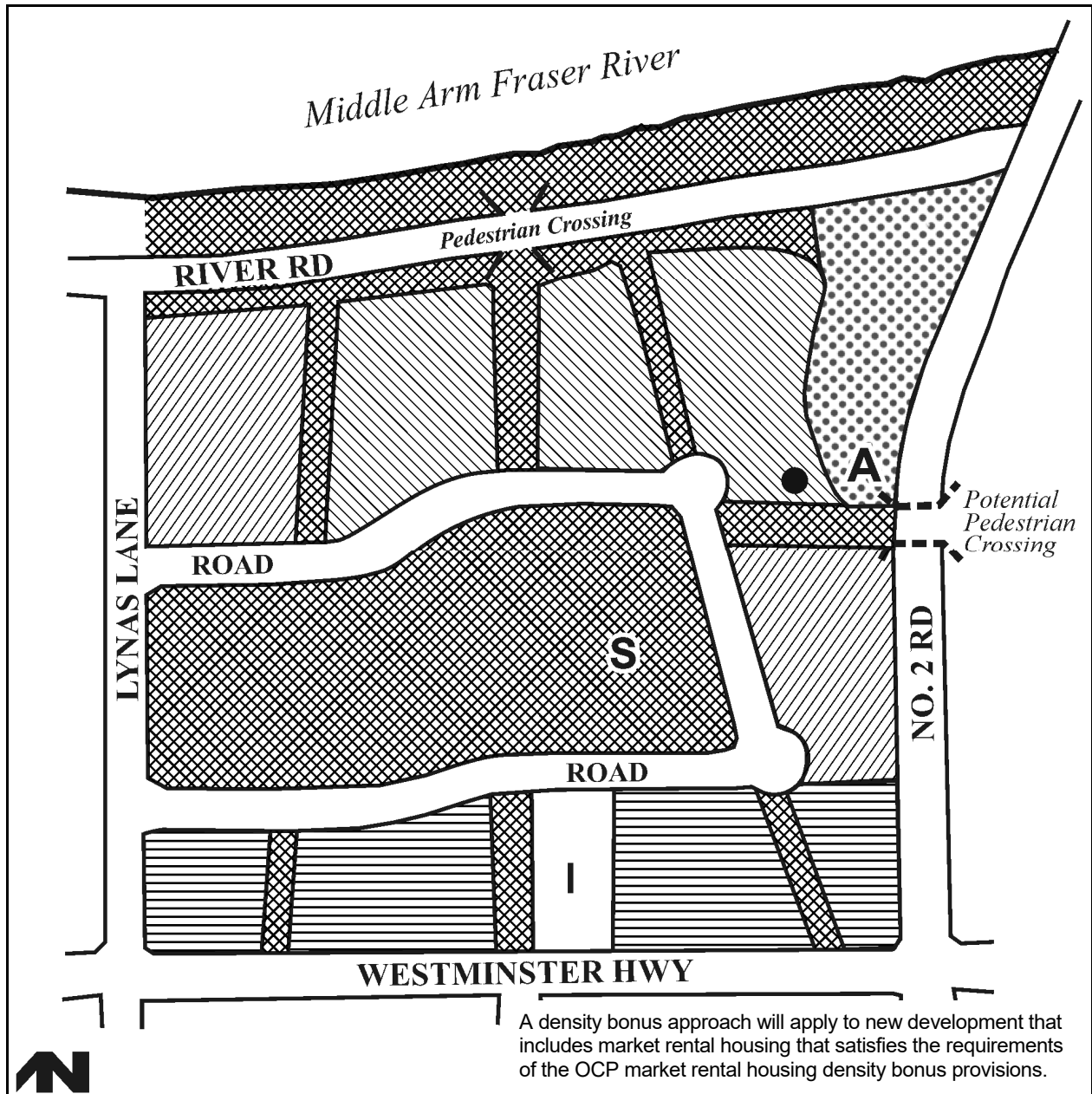
* A secured space shall mean a bicycle locker or parking space in a lockable bicycle room.







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

Location of Development Sites with Site Specific Guidelines Map



Land Use Map *Bylaw 10375
2022/06/20*



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

