



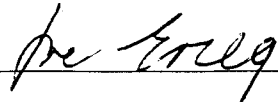
**To:** Planning Committee **Date:** January 25, 2005  
**From:** Raul Allueva **File:** RZ 04-276421  
 Director of Development  
**Re:** **APPLICATION BY POLYGON DEVELOPMENT 175 LTD. FOR REZONING AT 7591, 7611, 7631, 7671, 7691, 7731, AND 7771 NO. 4 ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (R1/F) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD/35)**

**Staff Recommendation**

1. That Official Community Plan Amendment Bylaw No. 7876, to amend Schedule 2.10D (McLennan South Sub-Area Plan) of Official Community Plan Bylaw No. 7100, by introducing a number of text and map amendments aimed at permitting:
  - Flexibility in the alignments of the new roads; and
  - Reduction in the recommended setback along No. 4 Road;
 be introduced and given first reading.
  
2. That Bylaw No. 7876, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program;
  - 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. 7876, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.
  
4. That Bylaw No. 7877, for the rezoning of 7591,7611, 7631, 7671, 7691, 7731, and 7771 No. 4 Road from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/35)", be introduced and given first reading.

  
 Raul Allueva  
 Director of Development

RA:ef  
 Att. 9

<b>FOR ORIGINATING DIVISION USE ONLY</b>
<b>CONCURRENCE OF GENERAL MANAGER</b>


## Staff Report

### Origin

Polygon Development 175 Ltd. has applied to rezone 7591, 7611, 7631, 7671, 7691, 7731, and 7771 No. 4 Road (**Attachment 1**) from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/35)" in order to permit the development of a 42 unit multiple residential townhouse complex consisting of two and three storey buildings.

The application involves a proposal to:

- Provide a portion of the Le Chow Street "ring road", as shown on the "Circulation Map" in the Sub-Area Plan (**Attachment 2**);
- Provide the collector road from Le Chow Street to No. 4 Road.

The proposal deviates from the Area Plan Policy, as follows:

- Requires a change to the alignment of the collector road to a location south of where it is identified on the Circulation Map, to align with Keefer Avenue; and
- Requires reductions in the required setback along No. 4 Road.

The McLennan South Sub-Area Plan states that the exact alignment of the "ring road" and two new secondary entry roads from No. 4 Road are subject to development. To resolve this issue, amendments to the McLennan South Sub-Area Plan are brought forward in this report to establish the conditions regarding where and by which alignments of the new ring roads, the collector roads, and the north/south roads may deviate from the locations shown on the Circulation Map.

In addition, this report proposes that the McLennan South Sub-Area is amended to reduce the recommended setback along No. 4 Road. Both of these issues are discussed within the report in detail.

### Findings of Fact

#### Proposal Overview

Please refer to the attached Development Application Data Sheet (**Attachment 3**) for a comparison of the proposed development data with the relevant Bylaw requirements.

#### General Application Comments

The applicant has agreed to legal and development requirements associated with the application (**Attachment 5**). Preliminary Architectural Drawings (Site plan and elevations) are enclosed for reference (**Attachment 6**). Separate from the rezoning process, the applicant is required to submit separate applications for Development Permit, Servicing Agreement (road construction) and Building Permit.

#### Site Context

The subject site is situated in the C1 neighbourhood along the eastern edge of McLennan South (**Attachment 4**), the least dense multiple-family area designated under the sub-area plan. On the subject site, and properties to its north and south, the plan permits existing older single-family

homes to be replaced with multiple-family housing. The existing development surrounding the site is described as follows:

- The project under construction to the north of the subject site, by Porte Development (7511 No. 4 Road, RZ 02-213224), located in the same sub-area as the subject site, is comprised of 44 two and a half and three-storey townhouses and a density of 0.58 FAR (0.60 maximum).
- The project under construction to the north of General Curie Road, by S-8117 Holdings (7331 No. 4 Road, RZ 03-250285), consists of 16 two- and three-storey townhouse units and a density of 0.60 FAR;
- To the west, across future Le Chow Street are envisioned single-family homes on the back lands of existing single-family homes (R1/F) fronting onto Bridge Street; and
- To the south, are existing single-family homes (R1/F) between future Keefer Street and Blundell Road with townhouse redevelopment potential under the Sub-Area Plan.

#### Related Policies

##### Official Community Plan – McLennan South Sub-Area Plan

- **Density:** The site is designated:
  - Residential;
  - 2 1/2 storeys typical (3 storeys maximum);
  - predominantly Triplex, Duplex, Single-Family;
  - 0.55 base FAR, with increases for providing recognizable community benefits for the area.

The adjacent site to the north, as well as other area developments outside the “ring road”, have been approved with the an 0.60 FAR density, as proposed with this application.

- **Roads:** The developer of the subject site will provide:
  - dedication of land and financial contributions for the construction of Le Chow Street immediately to the west of the site; and
  - for the establishment of Keefer Avenue to the immediate south of the site.

These roads are required to provide access to numerous properties, including the subject site, and are being developed through developer contributions.

- **Park:** Park planning which began in late 2003, has been followed by limited park construction in 2004, with increased development continuing through 2005.
- **Road Setbacks** (Development Permit Guidelines): Building setback along No. 4 Road should vary between 9 m (29.5 ft.) to 15 m(49.2 ft.), to provide an informal and visually interesting streetscape and opportunities to retain mature landscape

#### Roads

In accordance with the Sub-Area Plan, the City is seeking to extend the Le Chow Street “ring road” through to Keefer Avenue (**Attachment 2**). The proposed development will contribute lands and monies for the future construction of Le Chow Street, to be built as development of the backlands in the adjacent single-family area progresses.

Additionally, the developer will dedicate and construct the collector road from the “ring road” to No. 4 Road. The City had previously acquired the property at 7631 No. 4 Road for this purpose. However, the developer has been able to acquire lands to the north and south of the designated road alignment, and would be able to achieve a better planned development, with a significant and expanded consolidated outdoor amenity area, with the road alignment shifted to the south. On this basis, staff have revisited the preferred route for the collector road, and have considered a route several lots to the south, in line with Keefer Avenue to the west. As well, this location would provide access to the back lands to facilitate single-family subdivision.

#### Proposed Amendments to the McLennan South Sub-Area Plan

- ***Road Alignment***

The McLennan South Sub-Area Plan states that the exact alignment of the “ring road” and two new secondary entry roads from No. 4 Road are subject to development. To clarify this issue, amendments to the McLennan South Sub-Area Plan are brought forward in this report to Council to confirm the conditions for exercising flexibility in road alignments of the new ring roads, collectors, and the north/south roads (**Attachments 7 and 8**).

- ***Setbacks from No. 4 Road***

Existing: With respect to setbacks from No. 4 Road, the McLennan South Sub-Area Plan states that the building setback along No. 4 Road should vary between 9 m (29.5 ft.) to 15 m (49.2 ft.).

Proposed: In reviewing this setback guideline, staff have concluded that it can be reduced to vary between 6 m (20 ft.) to 9 m (29.5 ft.) as illustrated in **Attachment 9**, for the following reasons:

- A minimum 9 m setback is required for single-family development on an arterial roads to provide adequate provision for a driveway and turnaround capability;
- The requirement for turnaround capability is not applicable to townhouse development which either:
  - does not require a driveway directly to No. 4 Rd. (e.g., with access from a connector road, as in the subject application); or
  - where adequate turnaround provisions and stacking space (i.e., a driveway length sufficient to allow several cars to line up waiting to enter the arterial road) are provided on site in a multi-family development;
- Existing development along No. 4 Rd in the McLennan South Sub-Area has building setbacks at 6 m, including recent development at 7451 No. 4 Rd (R1/B) and 7060 Bridge Street (R2); and
- The 9 m to 15 m setback can severely restrict the site planning options for new multiple-family development. Flexibility is sought to allow for the provision of significant on-site open space within the developments, opportunities to retain mature landscape within the site, and to create a varied streetscape setback, consistent with the intent of the area plan objectives.

### Proposed Zoning Setbacks - Comprehensive Development District (CD/35)

- ***Existing***

Comprehensive Development District (CD/35) had been developed for use in the City Centre, and amended to be appropriate for development in the McLennan South Sub-Area, neighbourhoods C1 and C2.

The zoning setback regulations in Comprehensive Development District (CD/35) specify:

- 9 m (29.5 ft.) setback from No. 4 Rd.;
- 6 m (19.7 ft.) setback from other public roads; and
- 3 m (9.8 ft.) setback from rear and side property lines.

These setbacks are consistent with the current Sub-Area Plan, and are established to enhance the area's unique "country estate" character, by ensuring adequate open space between buildings to allow for privacy, sunlight, and substantial landscaping between buildings.

- ***Proposed Zoning Amendments to Comprehensive Development District (CD/35)***

None.

### Development Permit Variance Considerations

As well, the applicant proposes setbacks to the local roads and side yards which would require variances at the Development Permit stage. Staff have discouraged these relaxations and advised the applicant that the proposed setbacks will be reviewed in detail as part of the full review of design information submitted as part of the Development Permit application, and will require adjustments to the site plan or unit mix. In reviewing these relaxations, staff will consider the ultimate development pattern in the area and existing site constraints to ascertain whether the variances will have a detrimental effect on the intended smooth transition to neighbouring single-family and future multiple family buildings and open space.

Recent development to the north, also zoned CD/35, have required similar variances for the Development Permit, and staff would consider the following:

- A minimum setback of 6 m from No 4 Road for 6 of the 13 units fronting No. 4 Road, with the majority of buildings setback 9 m, as required. The variance is for buildings only 2-storeys in height, and will allow for a wider outdoor amenity area internal to the development. The variance is consistent with the area plan, which seeks an informal and rural character in the placement of buildings on the site. Additionally, existing single-family homes and sites zoned R2 on this portion of No. 4 Road are permitted a setback of 6 m. An amendment to the McLennan South Sub-Area Plan is proposed with this report to allow for a minimum building setback of 6 m (20 ft.) for 2-storey units only, along No. 4 Road;
- A reduced setback from other roads from 6 m (20 ft.) to 5.5 m (18 ft.), for certain portions of buildings; and
- To permit one three-storey unit (out of the 13 units fronting No. 4 Road) to be located within the 20 m setback from public roads where building height is restricted to 10 m or 2 1/2 storey in height. The proposed variance would reduce the setback to 9 m for one building, only. The remaining 12 of the 13 units fronting No. 4 Road are of 2 storeys and 9.6 m in height and fully comply with the setback regulation. An amendment to the

McLennan South Sub-Area Plan is proposed with this report to allow for a building setback of 9 m (30 ft.) for 2 1/2 -storey units only, along No. 4 Road. Three-storey units would require a minimum setback of 20 m (65.6 ft.).

### Density

A design rationale and appropriate public benefit contributions from the developer are required to support a density increase above the base 0.55 FAR to 0.60 FAR, as proposed. The increased density is justified as follows:

- The proposed dedication of lands for roads along both the west and south frontages are significant and warrant support of the density increase to FAR 0.60;
- Additionally, the applicant proposes a \$40,582 cash contribution towards Public Art, consistent with the comprehensive and successful public art program which has been implemented by this developer (Polygon) on their previous projects in McLennan South and
- Provision of providing indoor amenity space (or payment-in-lieu) is not required with this application as the proposed large average unit size exceeds 148 m<sup>2</sup>, and is therefore exempt from this requirement.

### Height and Lot Coverage

- ***Existing***

When building height of development is greater than 2 1/2 storeys, as in the proposed development, the required maximum lot coverage is 30% (on lots greater than 2000 m<sup>2</sup>). Support for 3-storey buildings in this neighbourhood is contingent on providing significant open space. The submitted drawings show a proposed lot coverage of 33%, with 27 of the 42 units at 3-storeys and the remaining 15 units at 2-storeys in height. Staff do not support a variance for the required maximum lot coverage. Re-design of the unit layouts and/or site design will be required in this regard. The applicant is aware of this issue and has agreed to re-visit the design to address this to the satisfaction of the City.

In order to ensure a compatible interface with adjacent single-family neighbourhoods, Comprehensive Development District CD/35 regulates building height adjacent to public roads, and limits the height to a maximum of 2 ½ storeys and 10 m within 20 m of the public road.

- ***Height Variance***

As noted in the discussion of setback, above, the building heights along No. 4 Road, though generally in compliance with the intent of this requirement, would require a variance for one unit. However, the two-unit building at the corner of Keefer and Le Chow, and all eight of the units fronting the future Le Chow Street are proposed at 3 storeys and 11.3 m in height. At the Development Permit stage, these units are to be re-designed to comply with the maximum permitted building height.

### **Analysis**

The proposal is consistent with the objectives of the McLennan South Sub-Area Plan and City wide objectives. In particular:

- The siting of the two- and three-unit townhouse clusters are designed to provide an appropriate relationship to the previously approved development to the north and to the developing multiple-family streetscapes along No. 4 Road, and the future Le Chow Street and Keefer Avenue frontages. A generous outdoor amenity area provides a landscaped focus to the project.
- Access to the site from Keefer Avenue (to be constructed through this development) is consistent with the Transportation Plan for the Sub-Area.
- The applicant is proposing 42 units with an average unit size exceeding 148 m<sup>2</sup> (1,593 ft<sup>2</sup>) and is therefore exempt from the Development Permit Guideline requirement for provision of on-site indoor amenity space.
- Contributions of both land and construction costs to construct Keefer Avenue and Le Chow Street will provide improvements to the neighbourhood, and are a significant public benefit.
- Likewise, the applicant's proposal to contribute \$40,582 towards Public Art is an appropriate public benefit for the neighbourhood, consistent with past practice by this developer. Polygon is currently identifying a suitable artist for this project, and will submit a public art plan for the Public Art Commission's review and approval. The public art plan will outline the public art theme, location, timeline, and artist credentials. The plan is expected to be presented to the City early in the new year.
- Staff recommend that processing of a Development Permit to the satisfaction of the Director of Development be made a condition of final adoption of the subject application for rezoning. At Development Permit stage, staff recommend that the applicant should:
  1. Address adjacency, potential overlook and liveability issues of shallow back yards (less than 6 m) of three-storey duplexes facing two and three-storey townhouse back yards to north;
  2. Review urban design and site planning, including height and scale of units facing LeChow Street and interface with single-family back yards and future frontages;
  3. Re-design unit and site layout to achieve 30% lot coverage;
  4. Review location and accessibility of visitor parking spaces;
  5. Provide pedestrian paths to entries on units fronting future Le Chow Street, and pedestrian connections through site to No. 4 Road;
  6. Demonstrate accommodation of fire fighting requirements including hydrant locations in relation to unit front entries and fire truck manoeuvring. Keefer access to accommodate 6 m width and 4.6 m height for fire fighting equipment;
  7. Create variety between building blocks, through details and colour, to provide more visual interest;
  8. Give consideration to the internal driveway design to minimize the impact of blank garage doors;;
  9. Consider location for the garbage/recycling operation and mail kiosk.

10. Consider alternate floor plan demonstrating potential for adaptability for accessibility.; and
11. Provide tree survey, arborist's report and letter outlining tree replacement rationale.

**Recommendation:** Staff recommend support for the subject application.

### **Financial Impact**

#### Financial Contributions

- The applicant proposes to contribute funds towards the City's Public Art fund at a rate of \$0.60 per buildable square foot (e.g. approximately \$40,582).

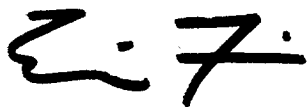
#### Road Implementation

- The City owns land at 7631 No. 4 Road earmarked for the establishment of the connection road between Le Chow Avenue and No. 4 Road (10m acquired through dedication and the remainder 9.20 m purchased by City); and
- The applicant, as a condition of rezoning, is required to purchase the City-owned land (the remainder 9.20 m) from the City and dedicate a 15 m wide strip of the consolidated site along the south edge of the subject site (i.e., 10 m land swap from previous dedication and 5 m new dedication by this developer) and the construction of the road and north sidewalk on that land to City standards. (Future development south of the subject site is to contribute the remaining 5 m of the land dedication and the south sidewalk.) DCC credits are available for land and construction cost for this connector road.
- As well, the applicant is to dedicate 7.5 m from the west side of the site for the future Le Chow Street, and pay future construction costs.

### **Conclusion**

Staff recommend support for this application. The proposed amendments to the McLennan South Area Plan will provide clarity for the development of new roads necessary to achieve the overall goals and development in this area. The proposed area plan amendment to the setback guidelines for development along No. 4 Road will provide flexibility for future development, consistent with the overall objectives for the area.

Rezoning of the subject site as proposed conforms to city-wide, City Centre, and McLennan South objectives for residential growth and development and merits favourable consideration.



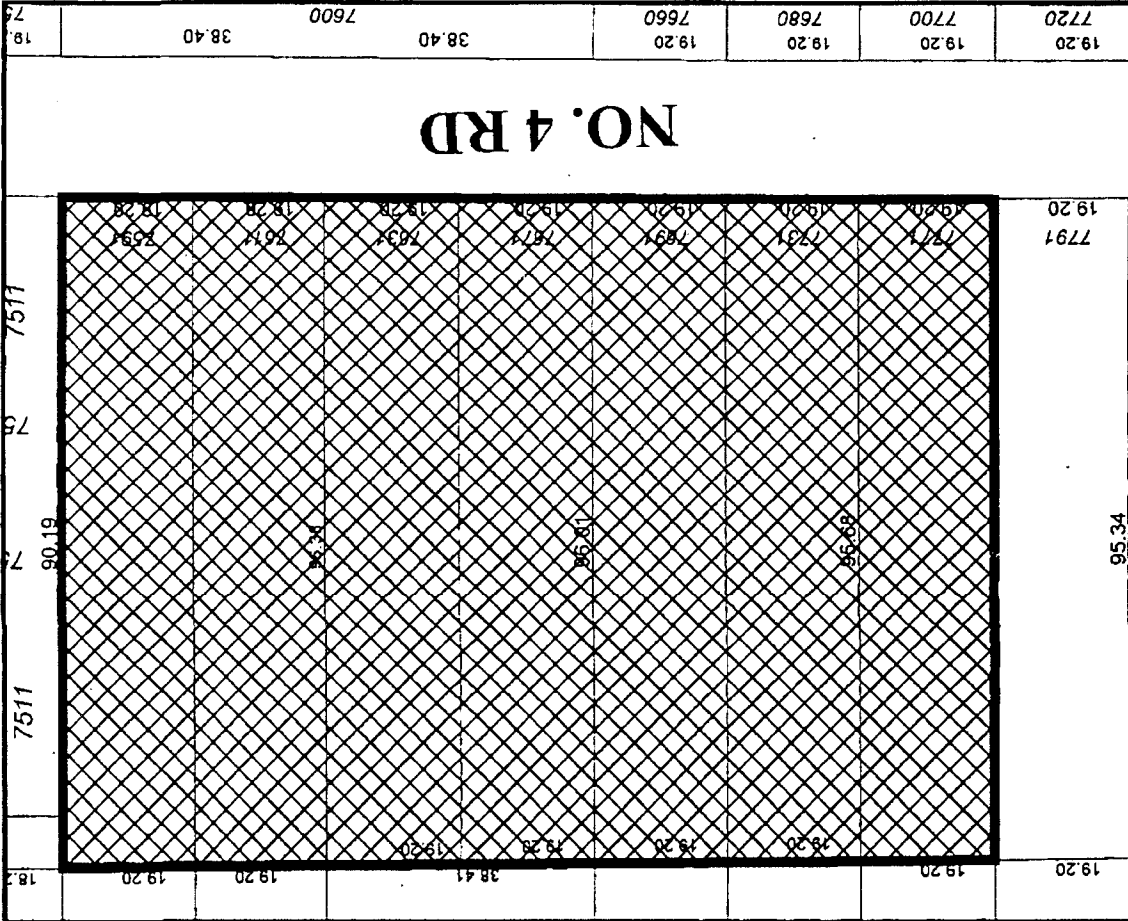
Eric Fiss  
Policy Planner

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### **LIST OF ATTACHMENTS**

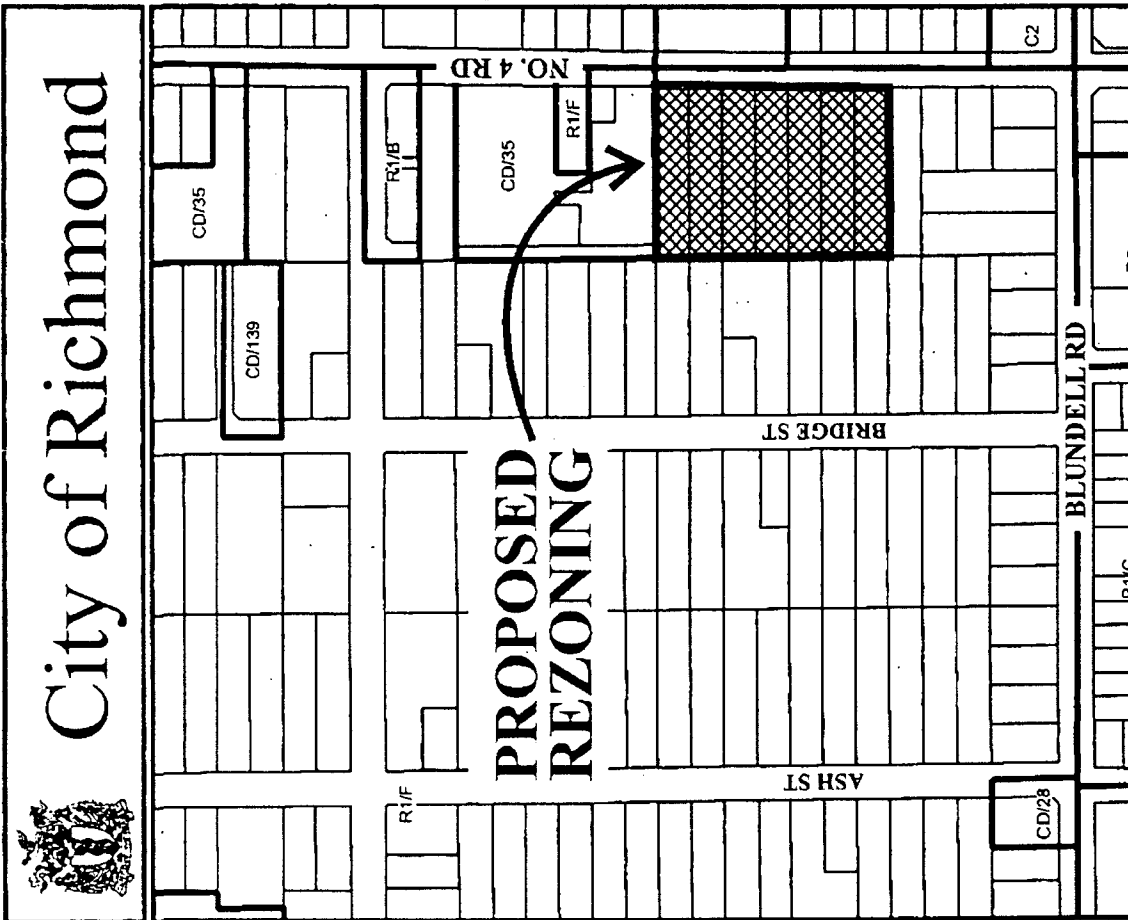
- Attachment 1 Zoning Site Map
- Attachment 2 McLennan South Circulation Map
- Attachment 3 Development Application Data Sheet
- Attachment 4 McLennan South Land Use Map
- Attachment 5 Conditional Rezoning Requirements
- Attachment 6 Preliminary Architectural Drawings (Site Plan, Elevations)
- Attachment 7 Direction for New Road Alignments
- Attachment 8 Proposed Circulation Map
- Attachment 9 Proposed Setbacks Along No. 4 Road



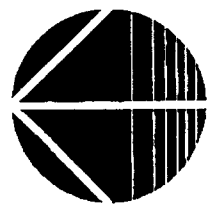
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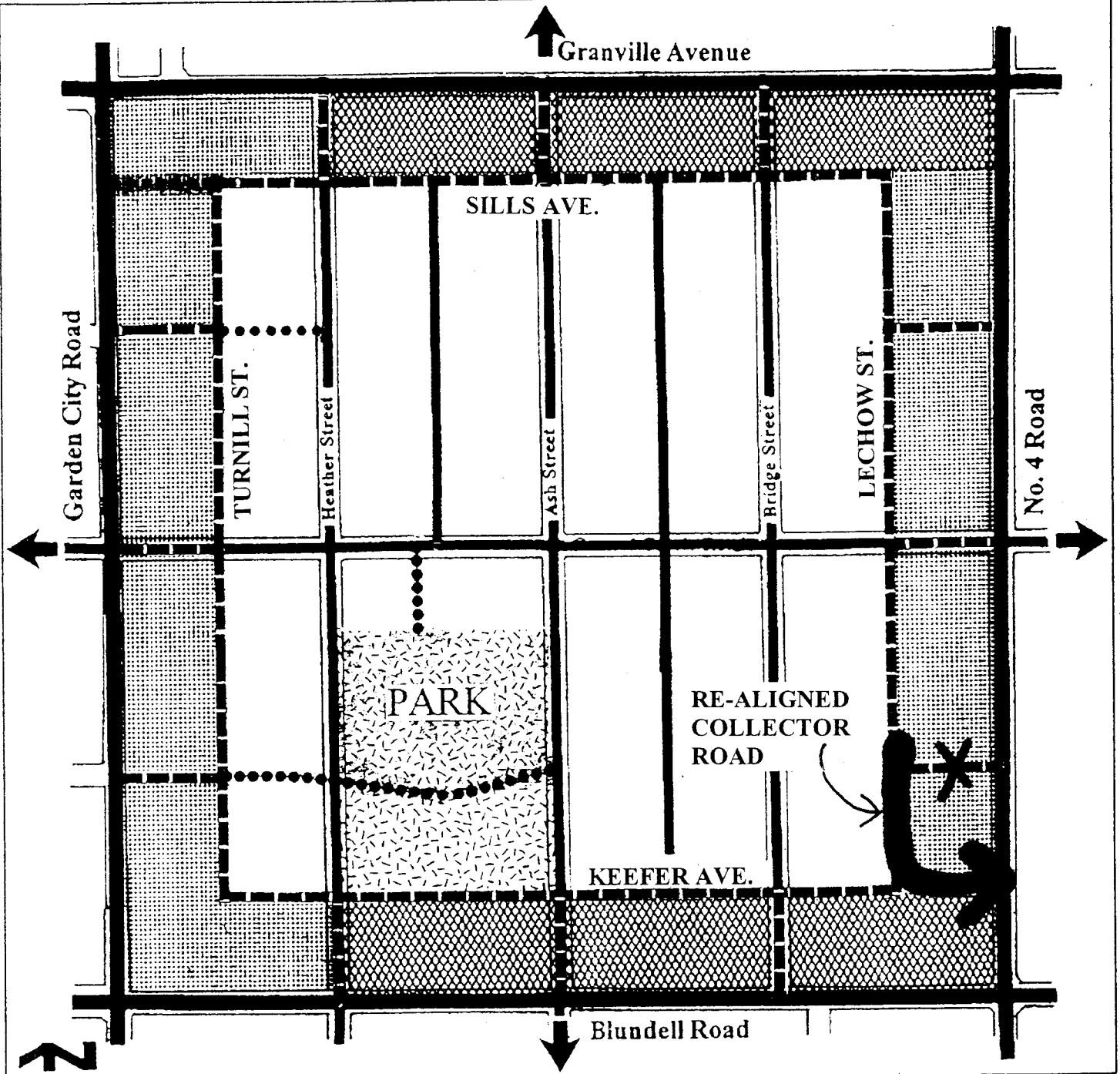
Note: Dimensions are in METRES











RZ 04-276421



# Circulation Map



	Lane network to provide continuous tree lined streetscape		Arterial		Trail/Walkway
	Consolidated driveways, access from new ring road		Collector		Major Entry Exit Points
	Consolidated driveways, (access from ring road) or lanes depending on final parcel sizes		Local		


**City of Richmond**

 6911 No. 3 Road  
 Richmond, BC V6Y 2C1

**Development Application  
 Data Sheet  
 Policy Planning Department**
**RZ 04- 262818**

 Address: 7591, 7611, 7631, 7671, 7691, 7731 and 7771 No. 4 Road

 Applicant: Polygon Development 175 Ltd.

 Planning Area(s): City Centre Area, McLennan South Sub-Area Plan (Schedule 2.10D)

	Existing	Proposed
<b>Owner:</b>	7591 No 4 Rd - Mario & Marina Garchitorena 7611 No 4 Rd - Darshan & Shavinder Sndhu 7631 No 4 Rd - City of Richmond 7671 No 4 Rd - Erminia & Pasquale Fabiano 7691 No 4 Rd - Christine & Zoltan Durgo 7731 No 4 Rd - Guiseppe Fabbiano 7771 No 4 Rd - Lefroy & Gloria Virgil	Polygon Development 175 Ltd.
<b>Site Size (m<sup>2</sup>): (by applicant)</b>	7591 No 4 Rd: 1856 m <sup>2</sup> (19,978.5 ft <sup>2</sup> ) 7611 No 4 Rd: 1853 m <sup>2</sup> (19,946.2ft <sup>2</sup> ) 7631 No 4 Rd 1848 m <sup>2</sup> (19,892.4 ft <sup>2</sup> ) 7671 No 4 Rd 1844 m <sup>2</sup> (19,849.3 ft <sup>2</sup> ) 7691 No 4 Rd 1841 m <sup>2</sup> (19,817.0 ft <sup>2</sup> ) 7731 No 4 Rd 1837 m <sup>2</sup> (19,773.9 ft <sup>2</sup> ) 7771 No 4 Rd 1834 m <sup>2</sup> (19,741.7 ft <sup>2</sup> ) Total: 12,913 m <sup>2</sup> (138,998.9ft <sup>2</sup> )	10,495.4 m <sup>2</sup> (112,975.7 ft <sup>2</sup> ) <ul style="list-style-type: none"> <li>Reduction due to 7.5 m dedication along west side of properties for Le Chow St</li> <li>Reduction due to 15 m dedication and 4m x 4m corner cuts along south side for Keefer Street</li> </ul>
<b>Land Uses</b>	Single-family residential	Townhouse residential
<b>OCP Designation</b>	Residential	No change
<b>Area Plan Designation</b>	Residential, 2 1/2 storeys typical (3 storeys maximum) predominantly Triplex, Duplex, Single-Family, 0.55 <u>base</u> FAR	No change
<b>Zoning</b>	Single-Family Housing District, Subdivision Area F (R1/F)	Comprehensive Development District (CD/35) <ul style="list-style-type: none"> <li>Permits 3-storey townhouses/0.60 FAR</li> <li><i>Proposed: 2 and 3-storey townhouses/0.60 FAR</i></li> </ul>
<b>Number of Units</b>	7 single-family homes	42 townhouse units

	Bylaw Requirement	Proposed	Variance
Density (units/acre)	N/A	16 upa	none required
Floor Area Ratio:	Max. 0.60 FAR	0.60 F.A.R.	none permitted
Lot Coverage – Building:	Max. 30%	33%	Variance required
Lot Size (area)	N/A	N/A	none

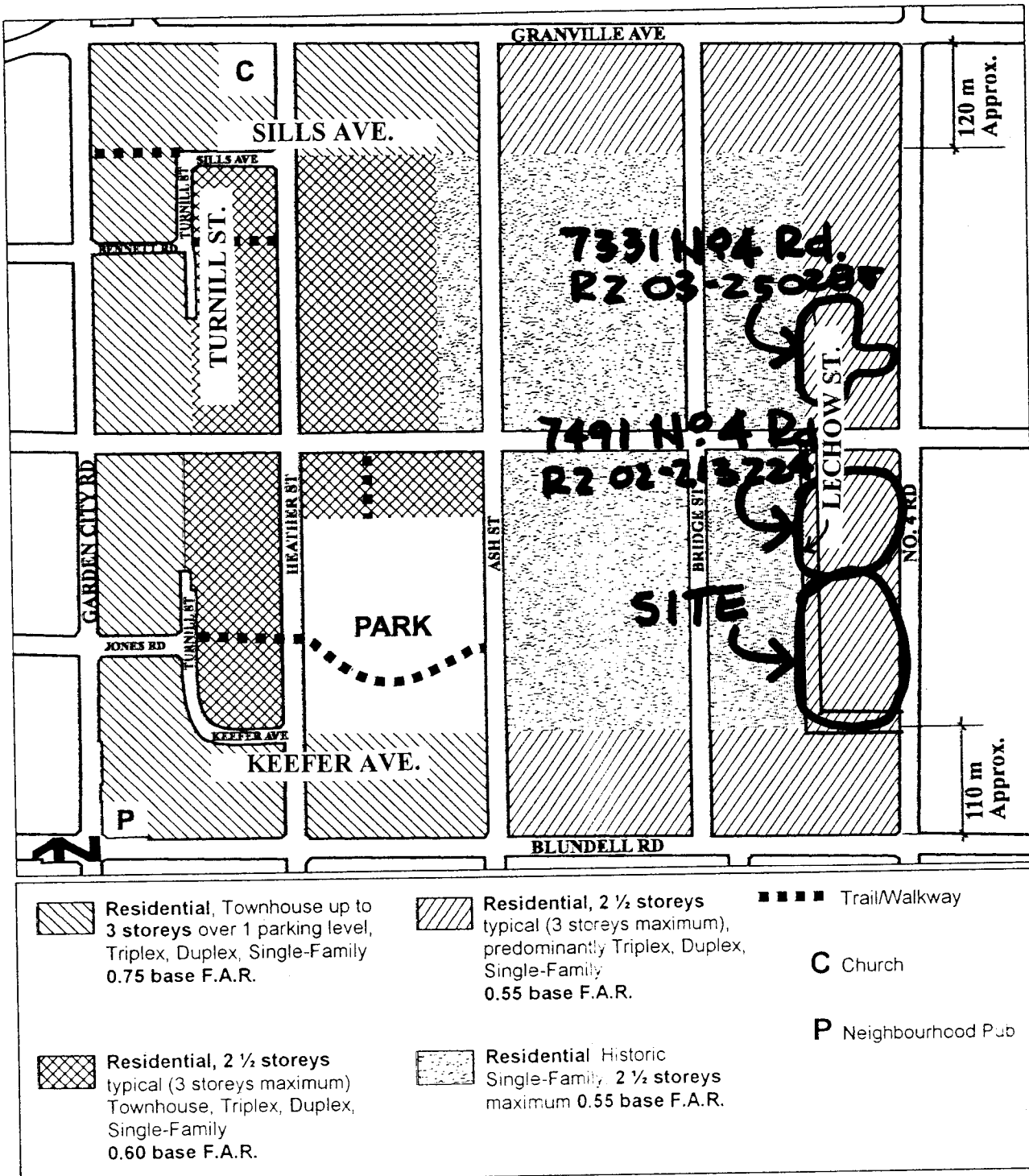
Setback – No. 4 Rd (m): Keefer Avenue Le Chow Street	9 m Min. 6 m Min. 6 m Min.	6 m 4.65 m 6.0 m	Variances required
Setback – Side & Rear Yards (m):	Min. 3 m	Min. 3.0	None
Height (m):	Max. 11 m, containing no more than three storeys Max. 10 m and 2 1/2 storeys within 20 m of a <b>public road</b>	Max. 11.3 m, three-storeys Max. 9.6 m and 2-storeys	To comply with 11 m max height for 3-storey units and 10 m, 2 ½ storeys for units within 20 m of <b>public road</b> Variance required to maximum height and number of storeys for units from No. 4 Rd
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.5 spaces/unit x 42 = 63(R) 0.2 spaces/unit x 42 = 9 (V)	2.0 spaces/unit x 42 = 84 (R) 0.2 spaces/unit x 42 = 9 (V)	none
Off-street Parking Spaces – Total:	72	93	none
Tandem Parking Spaces	Not permitted	None proposed	none
Amenity Space – Indoor:	100 m <sup>2</sup> , payment-in-lieu, or exempt where average unit size exceeds 148 m <sup>2</sup>	Exempt as proposed average unit size exceeds 148 m <sup>2</sup>	none
Amenity Space – Outdoor:	6 m <sup>2</sup> per dwelling unit x 42 = 252 m <sup>2</sup>	564 m <sup>2</sup>	none

Other: Tree replacement compensation required for loss of existing trees.

City of Richmond

Land Use Map

Bylaw 7731  
2004/06/21



Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the "ring road".

## Conditional Rezoning Requirements

### 7591,7611, 7631, 7671, 7691, 7731 and 7771 No. 4 RZ 04-276421

Prior to final adoption of Zoning Amendment Bylaw 7877, the developer is required to complete the following requirements:

1. Consolidation of all the lots into one development parcel. This includes completion of a real estate deal with the City for purchase of the remainder of 9.20 m width of 7631 No 4 Road (10 m previously dedicated by development to the immediate north with RZ 02-213224).
2. In conjunction with Condition 1, above, dedication of 15 m for Keefer Avenue connection between Le Chow Street and No 4 Road, from the south edge of 7771 No 4, including 4m x 4m corner cuts. The required additional 5 m to complete the road will be taken from 7791 No. 4 Road, when it redevelops.
3. In conjunction with Conditions 1 and 2, above, dedication of 7.5 m along the entire west property line for future Le Chow Street, PLUS a 1.5 m Public Rights-of-passage Right-of-Way (P.R.O.P. ROW).
4. Payment of "cash in lieu" for future construction of Le Chow Street along the subject site's west edge based on a cost estimate prepared and sealed by a P. Eng. A full engineering design does not need to be done at this time. The cost estimate must be based on the combined 9 m (29.5 ft.) road right-of-way and take into account removal and appropriate replacement material for the entire right-of-way, 5 m (16.40 ft.) of full road construction, 150 mm (6") storm sewer, curb and gutter, 2 m (6.56 ft.) wide grass boulevard complete with 7 cm (3") trees at 9 m (29.53 ft.) on centre, decorative "Zed" street lights, and a 1.75 m (5.74 ft.) wide concrete sidewalk. (Note: Costs for upsizing the storm sewer, installation of a watermain and sanitary sewer, and the provision of BC Hydro and Telus ducts will be the responsibility of the Bridge Street properties west of the subject site.)
5. Contribution of \$0.60 per buildable square foot (e.g. approximately \$40,582) towards Public Art for works to be incorporated within the site, based upon approval of the City's Public Art Commission.
6. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

Then, prior to issuance of Development Permit:

7. Ensuring that sole vehicular access is to be to the new Keefer Avenue. No upgrading required along No 4 Road as the City completed improvements with sewer construction about four years ago.

Then, prior to issuance of future Building Permit:

8. The developer is to enter into the standard City Service Agreement to design and construct the following. Works include, but are not limited to:
  - A. Keefer Avenue from No 4 Road to Le Chow Street: 11.2 m of asphalt, curb and gutter, storm sewer, 200mm PVC water main, Zed street lighting and a 1.75 m sidewalk on either side at property line (only North side to be built). This leaves a total of 5 m for the grass and treed boulevards for both sides; the north side to be wider for hydro/telephone corridor - exact detail to be determined by consultant. Also, requirement for curb and gutter (now) along south edge may be dropped

until development to the south occurs if there is substantial grade differential.  
Keefer Avenue works and land costs are DCC creditable.

\* Note: This requires a separate application.

(Signed copy on file)

(Date January 27, 2005)

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Signed

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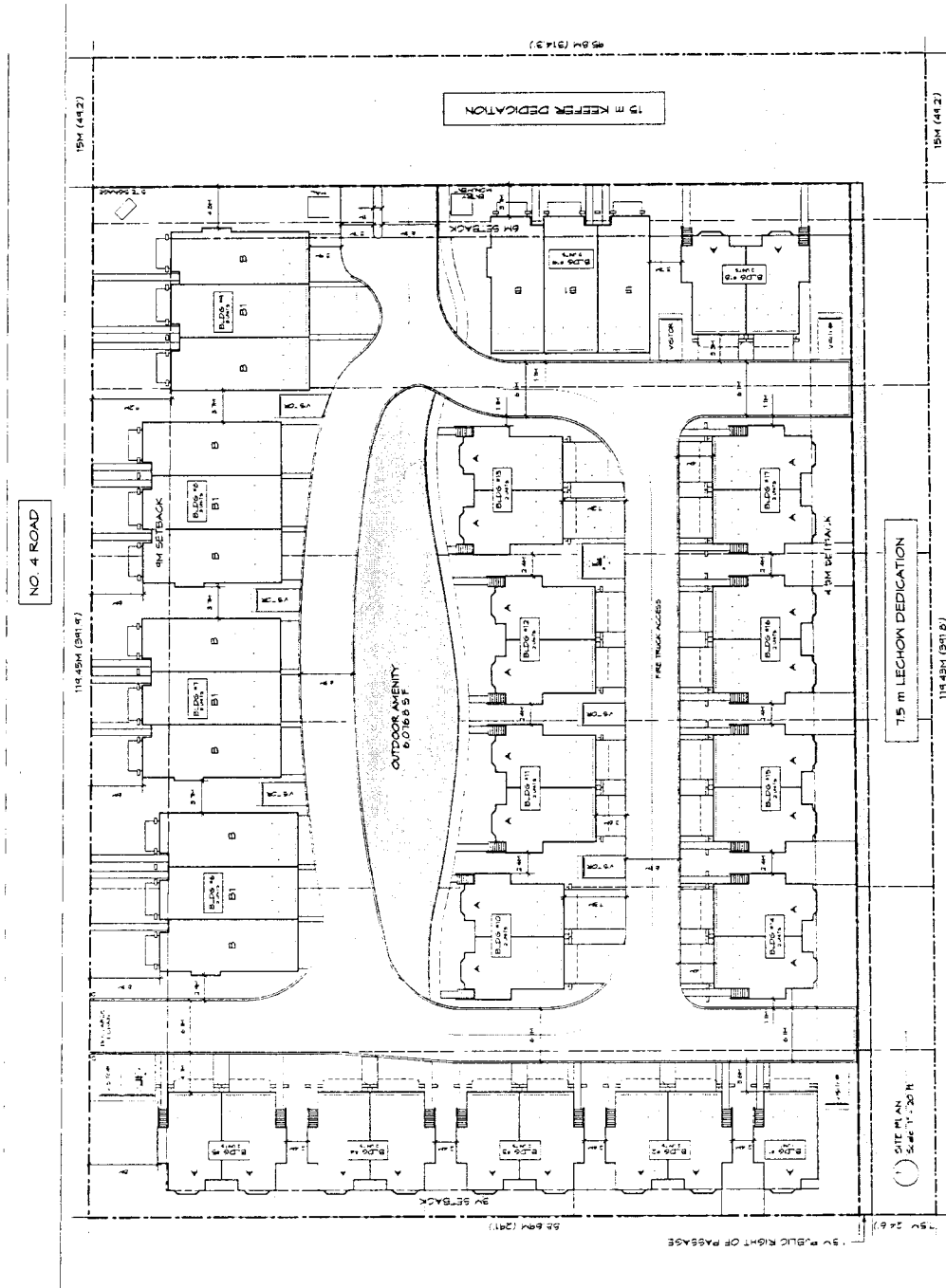
Date



CONTRACTOR SHALL VERIFY THE ACCURACY OF ALL INFORMATION PROVIDED BY THE CLIENT AND SHALL BE RESPONSIBLE FOR THE ACCURACY OF ALL INFORMATION PROVIDED TO THE CLIENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF ALL INFORMATION PROVIDED TO THE CLIENT.

NO.	DATE	DESCRIPTION

NAME: SITE PLAN FOR DP



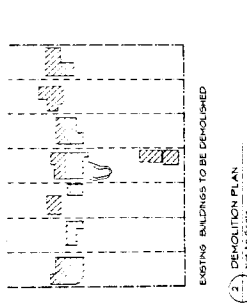
**RCA**  
Robert Cozzani Architecture Inc.  
1806 Pine Street  
Vancouver, BC  
Canada  
Tel: (604) 687-4741  
Fax: (604) 687-4841  
admin@robertcozzani.com

WESTBURY  
LANE  
TOWNHOMES  
RICHMOND, BC

MEAL: NEW ROOM  
PLAN: 1000  
DATE: 2018-07-03  
SITE PLAN  
DRAWING NO: DP.1

NO.	DATE	DESCRIPTION

NO.	DATE	DESCRIPTION

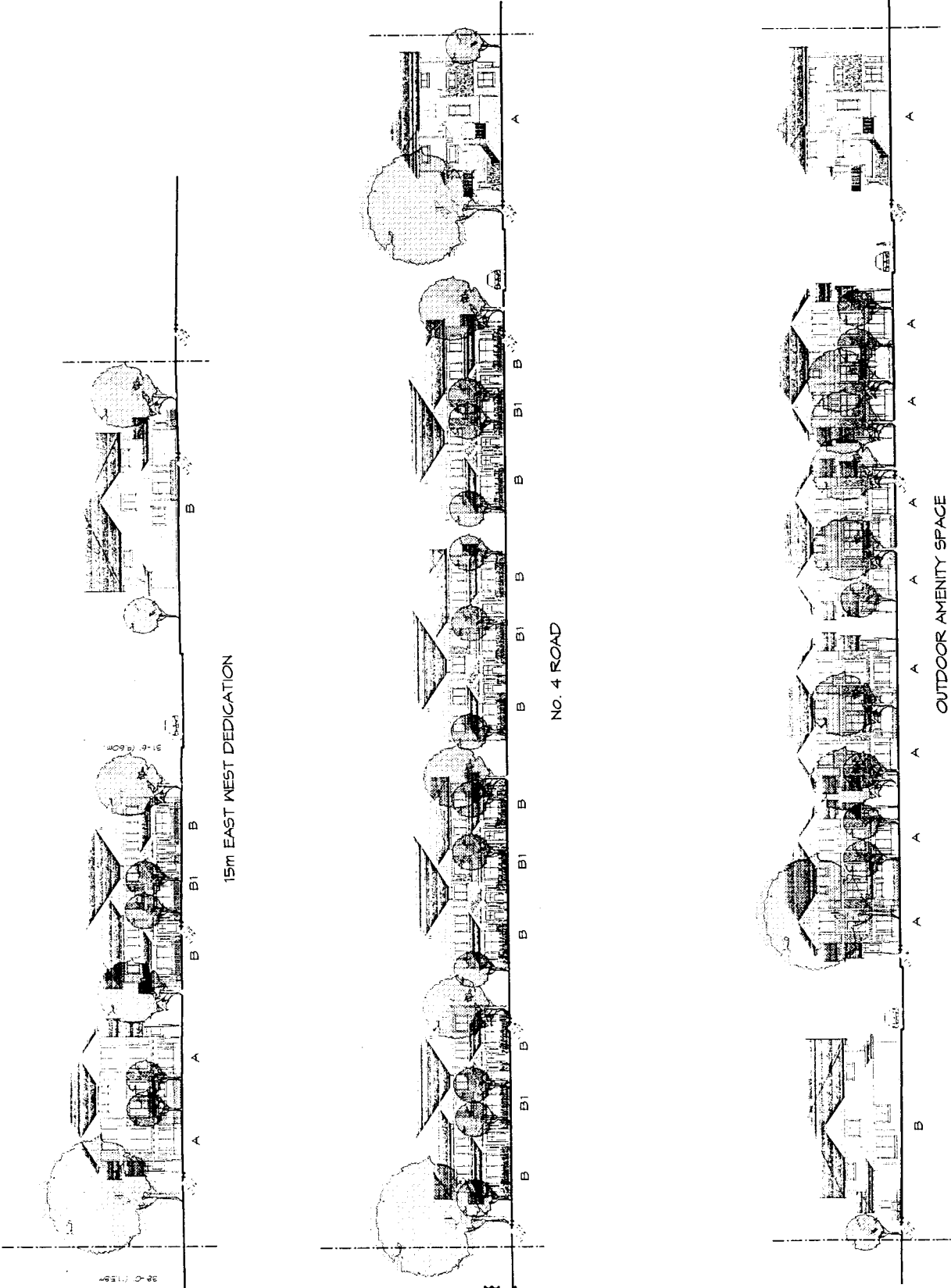


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REV. NO.	
NO.	DATE / DESCRIPTION

# RCA

**Robert Ciccozzi Architecture Inc.**  
 1806 Pine Street  
 Vancouver, B.C.  
 Canada  
 V6J 1G9  
 Tel: (604) 687-4741  
 Fax: (604) 687-4641  
 E-mail: admin@rcaarchitecture.com



**PROJECT:**  
 WESTBURY  
 LANE  
 TOWNHOMES  
 RICHMOND, BC

DATE	26.10.04
SCALE	1/16" = 1'-0"
PROJECT NO.	RCA102

**PRELIMINARY  
 ELEVATIONS**

## Direction Regarding the Flexibility of New Road Alignments

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### **Issue:**

There is confusion around the conditions under which the locations of the new roads set out in the sub-area plan can or should be varied.

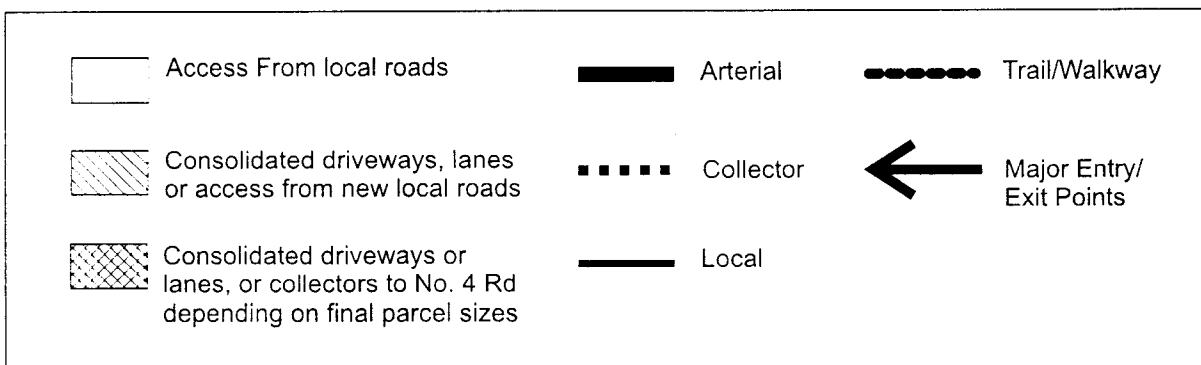
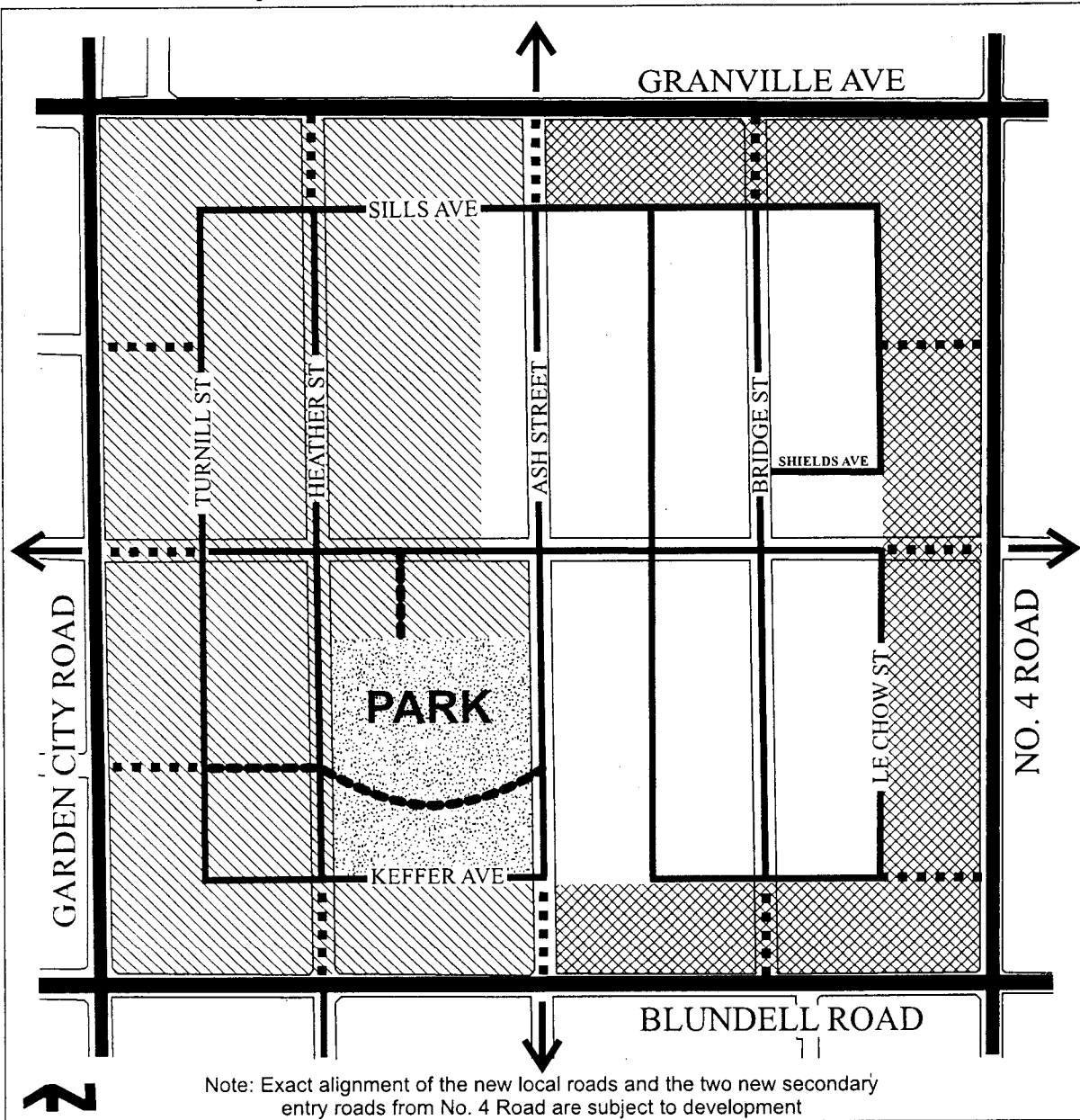
### **Discussion:**

The plan directs that a number of new roads be established to facilitate the subdivision of backlands in the single-family area, limit the dependence of new residents on existing roads, create pedestrian-scaled blocks, and enhance access to the future park, etc. To be timely and affordable, such road development requires the cooperation of developers and some flexibility in road alignment. This has raised concern with some residents, however, that new roads could make their homes unliveable or unreasonably burden them with extra costs. The plan must, therefore, provide flexibility, while also providing adequate direction to ensure that the intended circulation concept and/or land uses are not compromised. In addition, in response to concerns raised by the neighbourhood, it is desirable to provide clarification with regard to the role of the north-south road between Bridge and No. 4 Road (e.g. Le Chow Street) in accessing properties.

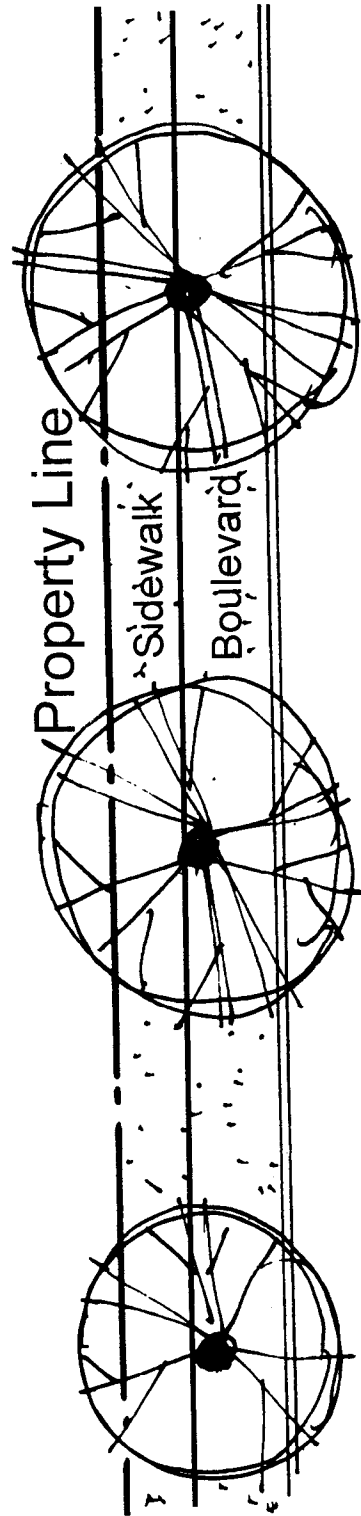
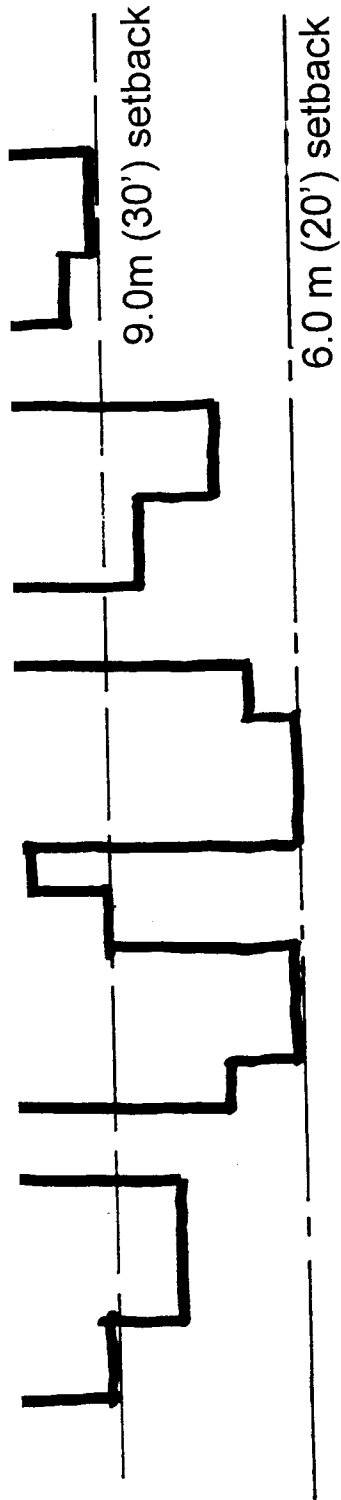
### **Recommendation:**

- Establish a road network in McLennan South as per the “Circulation Concept” to facilitate development as encouraged under the “Land Use” map, limit reliance on Heather, Ash, and Bridge Street, create pedestrian-scaled blocks, and enhance access for residents, via vehicle and on foot, to neighbourhood amenities (i.e. park, school, etc.) and other destinations (**Attachment 8**).
- Amend the sub-area plan to indicate that new roads may deviate from the plan’s “Circulation Plan” where the proposed changes:
  - a) Do not result in significant traffic impacts on or compromise access to adjacent properties;
  - b) Do not result in any net increase in the amount of new road envisioned under the sub-area plan’s “Circulation Concept”;
  - c) Result in a coherent pattern that maintains the intended pedestrian-scale of the area’s blocks and facilitates pedestrian and vehicle circulation in a manner that is consistent with the neighbourhood’s intended residential character; and
  - d) Provide a recognizable benefit to the area (i.e. enhance backlands access, retain trees, etc.).
- Amend the sub-area plan such that vehicle access to Sills and Keefer, east of Ash Street, shall be limited to single-family lots, except where access to a multiple-family development will have negligible impact on adjacent single-family lots and will result in a recognizable community benefit (i.e. tree retention, increased on-site open space and/or green landscaping, etc.).
- Amend the sub-area plan such that vehicle access to multiple-family developments along the east side of Le Chow Street shall be limited to:
  - a) General Currie Road;
  - b) The two proposed No.4 Road connector roads parallel to General Currie Road; and
  - c) Shared driveways opening directly onto No. 4 Road, with the number of such driveways not to exceed one per city block (e.g. a maximum of four driveways between Granville Avenue and Blundell Road).

Circulation Map



# Proposed Setbacks Along No. 4 Road



No. 4 Road



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**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 7876**

The Council of the City of Richmond enacts as follows:

1. Schedule 2.10D (McLennan South Sub-Area Plan) to Richmond Official Community Plan Bylaw 7100 is amended by:

1.1 Repealing section 1.2 Goals, item c), second bullet, and replacing it with:

- “The introduction of lanes and shared driveways in the multi-family areas to promote a continuous tree-lined streetscape uninterrupted by driveways;”

1.3 Repealing section 4.0 Transportation, Objective 1: Policies: General Improvements to Circulation in McLennan South, item a), and replacing it with:

“a) Establish a road network in McLennan South as per the “Circulation Map” to facilitate development as encouraged under the “Land Use Map”, limit reliance on Heather, Ash, and Bridge Streets, create pedestrian-scaled blocks, and enhance access for residents, via vehicle and on foot, to neighbourhood amenities (i.e. park, school, etc.) and other destinations.

New roads may deviate from the “Circulation Map” (e.g., without amending the “Circulation Map” diagram) where the proposed changes:

- Do not result in significant traffic impacts on or compromise access to adjacent properties;
- Do not result in a significant net increase in the amount of new road envisioned under the “Circulation Map” (e.g., new east-west roads from Bridge and Ash to access the back lands will only be permitted where a similar amount of north-south new road can be eliminated);
- Result in a coherent pattern that maintains the intended pedestrian-scale of the area’s blocks and facilitates pedestrian and vehicle circulation in a manner that is consistent with the neighbourhood’s intended residential character; and
- Provide a recognizable benefit to the area (i.e. enhance back land access, facilitate development, retain trees, etc.).”

1.4 Repealing section 4.0 Transportation, Objective 1: Policies: Managing the Car, item e), and replacing it with:

“e) Reduce the visual impact of the car on the appearance of the streetscape and residential livability by:

- Concealing parking from the street (e.g. locate carports and surface parking behind dwellings, reduce the width of garage doors on principal facades);
- Limiting the size and number of driveways (e.g. through the use of shared driveways, lanes, maximum driveway widths);
- Limiting vehicle access to Sills and Keefer Avenues and Le Chow Street, east of Ash Street, to single-family lots, except where access to a multiple-family development will have negligible impact on adjacent single-family properties and will result in a recognizable community benefit (i.e. tree retention, increased on-site open space and/or green landscaping); and
- Limiting vehicle access to multiple-family developments along the east side of Le Chow Street (and west of No. 4 Road) to:
  - a) General Currie Road;
  - b) The two roads that link Le Chow Street with No.4 Road and run parallel to General Currie Road; and
  - c) Shared driveways opening directly onto No. 4 Road, with the number of such driveways not to exceed one per city block (e.g., a maximum of four driveways between Granville Avenue and Blundell Road).

1.5 Repealing the “Circulation Map” to Schedule 2.10D, and replacing it with “Schedule 1 to Bylaw 7876”.

1.6 Repealing section 8.3.4.1 Settlement Patterns, item a), third bullet, the second sub-bullet, and replacing it with:

- “• No. 4 Road - 6 m (20 ft.) to 9 m (29.5 ft.) for 2-storey units only, 2 ½ storey units are to be set back a minimum of 9 m (29.5 ft.), and 3-storey units must be set back a minimum of 20 m (65.6 ft.);”

2. This Bylaw is cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7876**”

FIRST READING

PUBLIC HEARING HELD

SECOND READING

THIRD READING

ADOPTED

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\_\_\_\_\_

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\_\_\_\_\_

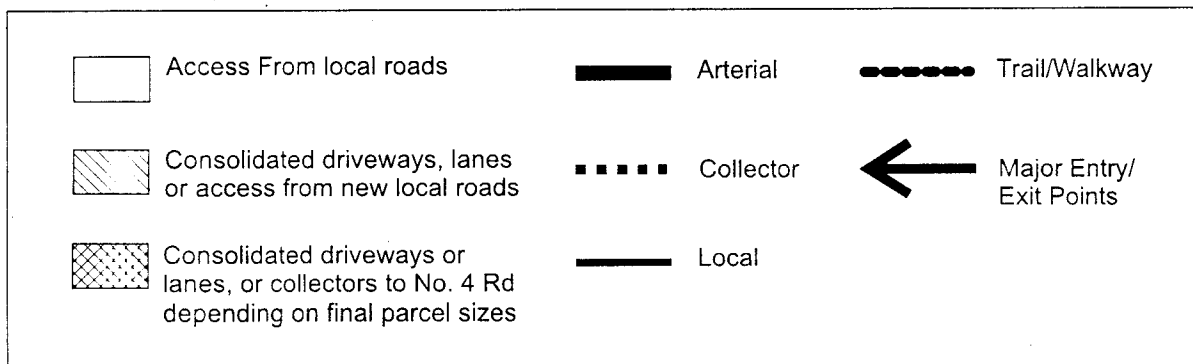
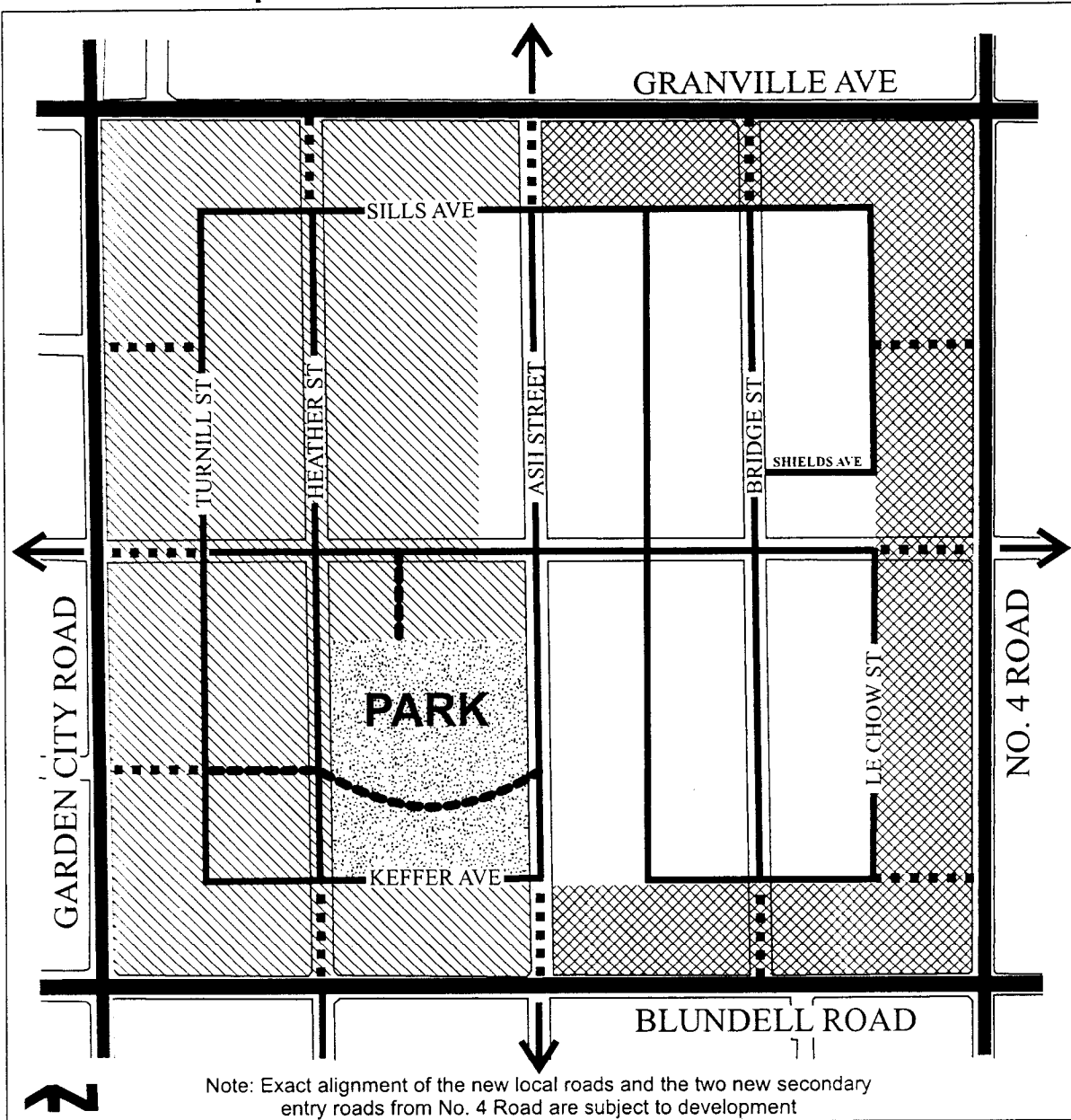
CITY OF RICHMOND
REVIEWED by <i>[Signature]</i>
APPROVED by Manager or Solicitor <i>HB</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK



**Circulation Map**





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**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7877 (RZ 04-276421)  
7591, 7611, 7631, 7671, 7691, 7731, AND 7771 NO. 4 ROAD**

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

1. 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/35)**.

P.I.D. 003-586-731

Parcel "A" (G83542E) Lot 16 Block "E" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 003-832-848

South Half Lot 16 Block "E" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 000-684-864

The North Half of Lot 15 Block "E" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 004-030-958

South Half Lot 15 Block "E" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 004-104-391

Parcel "B" (J15703E) of Lot 14 Block "E" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 003-443-914

Parcel "A" (J15704E) Lot 14 Block "E" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 012-032-093

Parcel "A" (J165513E) Lot 13 Block "E" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7877**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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CITY OF RICHMOND
REVIEWED by
HB
APPROVED by
Director or Solicitor
DA

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK