



To: Planning Committee
From: Joe Erceg
Manager, Development Applications
Re: **APPLICATION BY PATRICK COTTER ARCHITECT FOR REZONING AT 7131 BRIDGE STREET FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (R1/F) TO COACH HOUSE DISTRICT (R9), AND TO AMEND THE INTENT STATEMENT AND SIDE YARD SETBACK REQUIREMENT UNDER COACH HOUSE DISTRICT (R9)**

To Council - Jan 27, 2003
TO PLANNING - JANUARY 21, 2003
Date: December 23, 2002
File: RZ 02-218186
↳ 8060-20-7475
8060-20-7476

Staff Recommendation

1. That Bylaw No. 7475 to amend the intent statement and side yard setback permitted under "Coach House District (R9)", be introduced and given first reading.
2. That Bylaw No. 7476, for the rezoning of 7131 Bridge Street from "Single-Family Housing District, Subdivision Area F (R1F)" to "Coach House District (R9)", be introduced and given first reading.

for
Joe Erceg
Manager, Development Applications

SPC:spc
Att. 3

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Patrick Cotter Architect, on behalf of Amar Sandhu and J.A.B. Enterprises Ltd., has applied to the City of Richmond for permission to rezone 7131 Bridge Street (**Attachment 1**) from Single-Family Housing District, Subdivision Area F (R1/F) to Coach House District (R9) in order to create a 7-lot subdivision and construct a single-family home with a coach house on each. (**Attachment 2**) Zoning District R9 was first created for another coach house project proposed by the same development team at 8411 Steveston Highway (RZ 02-203809). At the time of drafting R9, its application within the City Centre was not considered. This report proposes minor amendments to the zoning district to enable it to be applied to the subject site and similar properties concentrated within the McLennan North and South areas. Unfortunately, the Steveston Highway rezoning is not yet complete and, as such, R9 has not been adopted. Rezoning of the subject site will, therefore, wait for completion of that pending application before proceeding to Public Hearing.

Findings Of Fact

Item	Existing	Proposed
Owner	Y & K Chuang	J.A.B. Enterprises Ltd.
Applicant	Patrick Cotter Architect	No change
Site Size	3,557.18 m ² (0.88 ac)	2,540.34 m ² (0.63 ac) <ul style="list-style-type: none"> • 29% of the gross lot area is to be dedicated along the site's south edge for road
Land Uses	Single family home	7 single family homes with coach houses
City Centre Area Plan Designation	Residential	No change
Sub-Area Plan Designation (McLennan South)	Residential, 2 ½ storeys, Triplex, Duplex, Single Family - 0.55 base F.A.R.	No change
Zoning	Single-Family Housing District, Subdivision Area F (R1/F)	Coach House District (R9) <ul style="list-style-type: none"> • Permits 1 single-family home plus 1 coach house dwelling over a garage per lot • 0.6 floor area ratio (FAR) and 2½ storeys • Requires 2 parking stalls per principal dwelling and 1 stall per coach house unit Amendments are proposed to: <ul style="list-style-type: none"> • Expand the intended use of this zoning district beyond properties fronting along section line roads to include the City Centre; and • Increase the required side yard setback from a public road from 3 m (9.84 ft.) to 6 m (19.69 ft.) to better reflect development objectives in McLennan South (where the subject site is situated) and McLennan North (a possible future location for use of this zoning district).

Surrounding Development & Related Policies

The McLennan South Sub-Area Plan encourages the development of townhouses and single-family homes, together with a neighbourhood park and school, within a lush, green environment. New roads are proposed to provide convenient access for both pedestrians and drivers, and to enable properties to redevelop in a pedestrian-friendly manner. The character of development is intended to be “traditional”, with building densities increasing moderately from east to west.

The subject site is situated along the western edge of Bridge Street near Granville Avenue in the least dense multiple-family area designated under the McLennan South Sub-Area Plan. The area around the subject site is characterized by a mix of older and newer homes and vacant lands. The plan generally intends that this part of McLennan South will be redeveloped with a mix of detached, duplex, and triplex dwellings, either as low density townhouse projects or as fee simple subdivisions.

The plan directs that a number of new roads be established in the vicinity of the subject site, including the northern leg of the “ring road”, an east-west road that will eventually link No. 4 Road with Garden City Road. Near the subject site, the sub-area plan utilizes this new road as the demarcation line between the neighbourhood’s proposed single-family area and low-density multiple-family area, with the former on its south and the latter on its north. The multiple-family area is designated as “Residential, 2 ½ storeys, Triplex, Duplex, Single Family - 0.55 base F.A.R.”. The area to the south is limited to single-family development, but has the same density designation (e.g. 0.55 “base” FAR). In both cases, projects may exceed the “base” density where the increase does not reduce the quality of development and helps to provide compensation/incentive for road construction and/or neighbourhood amenities. To date, most approved projects in McLennan South have exceeded their base density by 0.03 to 0.09 FAR. This is consistent with the subject development and a current application on No. 4 Road (RZ 02-213224, Porte Realty Ltd.), both of which propose to increase their allowed density from a “base” of 0.55 FAR to 0.6 FAR in recognition of significant road dedication requirements.

Heritage Trees

The subject property is the site of a stand of mature trees identified on the City’s heritage inventory. The trees are situated along the site’s Bridge Street frontage and are an attractive feature of the existing streetscape. In situations such as this, applicants are encouraged to make every effort to retain designated trees and ensure their long-term health based on the recommendations of an accredited arborist. Substantial building setbacks from the designated trees are usually critical. (The subject development takes the trees into account by situating them on a larger lot where the necessary building setbacks can be more readily accommodated. More detailed design in this regard will be addressed through the Development Permit process.)

Coach House District (R9) (Attachment 3)

The recently created R9 zoning district introduces a new housing form to Richmond – the coach house – which is defined as “a dwelling unit which has at least 75% of its floor area located above a garage, which may be detached or attached to a principal dwelling”. This form of housing is encouraged in the vicinity of the subject site in McLennan South’s low-density multiple-family area. Coach houses are not permitted, however, in the area of McLennan South designated for single-family development.

Staff Comments

Policy Planning

The form and character of the proposed development is consistent with the intent of the McLennan South Sub-Area Plan, and the proposed leg of the “ring road” will help to make the subdivision and redevelopment of the backlands of properties to the south more practical and affordable. As a condition of rezoning, staff recommend that a Development Permit (DP) application be processed to a satisfactory level, as determined by the Manager of Development Applications. Through the DP review process, attention should be paid to:

- Ensure the long-term health of the heritage trees along the site’s Bridge Street frontage;
- Minimize the visual impact of the driveways along Bridge Street and the new road;
- Create a varied and interesting streetscape with a mix of “traditional”, “character” homes (i.e. varied porch designs, gable orientations, house and trim colours, etc.) complemented by a lush, green landscape (i.e. a mix of trees, shrubs, hedging, ground cover, low retaining walls, decorative fencing, decorative driveway paving, etc.); and
- Ensure that the design of the coach houses respects the privacy and livability of the lot to the north by varying their location (e.g. attached or detached), directing views away from the north where the units are set close to the property line, landscaping along the property line (i.e. with trees, hedging, etc.), and ensuring that the quality of building design achieved along the streetfront is extended to the rear portions of the site.

Transportation

As per the McLennan South Sub-Area Plan, the subject development will provide a “half” width of the proposed “ring road” along its south edge. The establishment of this road is important in order for lots to the south to subdivide and develop with single-family homes as per the plan, and so that traffic will disperse and, thus, have less impact on existing residents along the area’s existing north-south roads (i.e. Bridge Street). The applicant proposes that six of his project’s seven lots share driveways (in pairs) along the “ring road” and that one accesses Bridge Street. And, while this approach does not reduce the number of direct access points along the “ring road” to the level that would be possible with a rear lane, staff are supportive of this proposal as it is a practical compromise between the site’s relatively small size and very significant road requirements. On this basis, staff support the proposed rezoning and recommend that the necessary easements and covenants be registered on the proposed lots to control access as directed by Transportation staff.

Engineering

Prior to final reading of the pending rezoning, the following must be in place:

1. Dedication of an 11 m (36.09 ft.) wide strip of land along the site’s south property line for development of the “ring road”.
2. Registration of a 1 m (3.28 ft.) wide Public Rights of Passage right-of-way along the north edge of the dedicated road right-of-way for completion of the “ring road” sidewalk.

3. Enter into the City's standard Servicing Agreement for the design and construction of:
 - a) West side of Bridge Street along the subject site's entire frontage including, but not limited to, road widening, curb and gutter, 3.85 m (12.6 ft.) wide grass boulevard incorporating a 2.6 m (8.53 ft.) wide utility corridor, 7 cm (3") street trees at 9 m (29.53 ft.) on centre, decorative "Zed" street lights, and a 1.5 m (4.92 ft.) wide concrete sidewalk; and
 - b) The "ring road" including, but not limited to peat removal and appropriate replacement material for the entire 12 m (39.37 ft.) wide combined right-of-way, 6 m (19.69 ft.) width of full road construction, storm sewer, sanitary sewer, water, hydro, telephone, gas, curb and gutter, a 3.8 m (12.47 ft.) wide grass boulevard incorporating a 2.6 m (8.53 ft.) wide utility corridor, 7 cm (3") street trees at 9 m (29.53 ft.) on centre, decorative "Zed" street lights, and a concrete sidewalk a minimum of 1.5 m (4.92 ft.) wide. Note that at design stage it may be determined that the sanitary sewer cannot fit within the road right-of-way and may have to be located within its own utility right-of-way.
4. Processing of a Subdivision application to the satisfaction of the City's Approving Officer. As a condition of Subdivision approval, the developer will be required to register restrictive covenants stipulating approved driveway locations and widths for all lots, and to grant shared access easements for the three pairs of lots accessing the "ring road".

Analysis

Conformance with the McLennan South Sub-Area Plan

The subject development is consistent with city-wide and City Centre objectives for development and population growth, and appropriately interprets the intent of the McLennan South Sub-Area Plan with regard to land use and form of development. With regard to the latter, the plan designates part of the area around the subject site for single-family homes and part for a mix of low-density, multiple-family and single-family development. The demarcation line between the two land uses is a new east-west road (e.g. the "ring road") that is intended to connect Bridge Street, Ash Street, and a proposed north-south road that will access the backlands of the Bridge and Ash Street lots. The plan does not stipulate the exact location of this east-west road in order to remain open to opportunities for its establishment through residential development. The applicant has proposed to develop a "half" width of this new road along the subject site's south property line, thus, placing his proposed coach house project and properties to its north within the mixed multiple-/single-family area. Staff's review of the proposed road has concluded that it is far enough from Granville Avenue to be safe and close enough to help direct traffic out of the neighbourhood and onto Granville Avenue with minimal impact on existing residents along Bridge Street (and, in the future, Ash Street). In addition, there are a number of benefits associated with the proposed development, including:

- The proposed coach house form is highly desirable as it takes advantage of the area's multiple-family opportunities while adopting an appearance resembling its single-family neighbours;
- Lots north of the subject site have the flexibility of pursuing single-family and/or multiple-family development without the expense of having to provide a new road; and

- The proposed “half” road across the subject site will in actual fact be more than two-thirds of the ultimate road width and will be fully serviced (i.e. hydro, telephone, sanitary sewer, etc.), which will greatly reduce the cost of redeveloping backland properties to its south.

Proposed Amendments to Coach House District (R9)

R9 was recently drafted to facilitate the development of single-family homes with coach houses on lots that front section line roads and have provisions for vehicular access via a rear lane. Coach house development is, however, a very appropriate form of housing in the low-density multiple-family area of McLennan South (Section 15-4-6) and could also be used in similarly designated portions of McLennan North (Section 10-4-6). As such, it is proposed that the intent statement for R9 be amended to allow for its broader use. In addition, it is proposed that the minimum side yard setback adjacent to a public road be increased from 3 m (9.84 ft.) to 6 m (19.69 ft.) in McLennan South and North to avoid incompatible front yard/side yard relationships that could otherwise arise between adjacent properties. For example, the Bridge Street side yard of the subject development will be adjacent to the front yards of existing Bridge Street lots. If the subject development had a required side yard of only 3 m (9.84 ft.), its building(s) would stand far forward of the adjacent homes that front Bridge Street, which have a front yard requirement of 6 m (19.69 ft.). Furthermore, the larger setback will provide for a more generously landscaped streetscape and, in the case of the subject site, it will help to protect a stand of designated heritage trees.

Subject Development

The applicant proposes to subdivide the subject site into seven lots in order to develop a “traditional”, “character” home on each with a coach house dwelling to the rear. Six of the seven lots will be served by shared driveways along the new east-west road, while the seventh has its driveway on Bridge Street. To ensure that the development provides for a visually interesting streetscape, the lot widths will vary (e.g. +/-12 - 15 m/39.37 - 49.21 ft.), as will house designs and the form and location of the coach house/garage on each lot (e.g. attached or detached). Staff’s review indicates that:

- The proposed frequency of driveways along the new east-west road will be lower than the existing condition on Bridge Street and, thus, is consistent with the intent of the plan;
- The proposed “character” homes, landscaped front yards, and broad landscaped boulevard along the new road will result in an attractive, green streetscape that is consistent with sub-area plan objectives; and
- The variation in lot widths and coach house/garage locations will increase the livability of the proposed dwellings without unreasonably impacting the neighbouring lot to the north.

Overall, the proposed development appears to be consistent with the intent of the sub-area plan and a desirable addition to this evolving neighbourhood.

Financial Impact

As a condition of rezoning, the developer will be eligible for Development Cost Charge (DCC) credits towards the cost of land and construction for the proposed east-west road.

Conclusion

The subject development is in conformance with objectives for development and population growth within the McLennan South area of the City Centre and, through the establishment of a portion of the "ring road", will help facilitate future redevelopment of adjacent properties. The proposed zoning district amendments broadens the potential use of the recently created Coach House District (R9), making it applicable to the subject site and future development nearby. And, the proposed "character" homes will be an attractive addition to the neighbourhood. Overall, the subject application appears to be well thought out and to merit favourable consideration.



Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

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

Legal requirements, specifically:

- Dedication of an 11 m (36.09 ft.) wide strip of land along the site's south property line for development of the "ring road".
- Registration of a 1 m (3.28 ft.) wide Public Rights of Passage right-of-way along the north edge of the dedicated road right-of-way for completion of the "ring road" sidewalk.

Development requirements, specifically:

- Enter into the City's standard Servicing Agreement for the design and construction of:
 - a. West side of Bridge Street along the subject site's entire frontage including, but not limited to, road widening, curb and gutter, 3.85 m (12.6 ft.) wide grass boulevard incorporating a 2.6 m (8.53 ft.) wide utility corridor, 7 cm (3") street trees at 9 m (29.53 ft.) on centre, decorative "Zed" street lights, and a 1.5 m (4.92 ft.) wide concrete sidewalk; and
 - b. The "ring road" including, but not limited to peat removal and appropriate replacement material for the entire 12 m (39.37 ft.) wide combined right-of-way, 6 m (19.69 ft.) width of full road construction, storm sewer, sanitary sewer, water, hydro, telephone, gas, curb and gutter, a 3.8 m (12.47 ft.) wide grass boulevard incorporating a 2.6 m (8.53 ft.) wide utility corridor, 7 cm (3") street trees at 9 m (29.53 ft.) on centre, decorative "Zed" street lights, and a concrete sidewalk a minimum of 1.5 m (4.92 ft.) wide. Note that at design stage it may be determined that the sanitary sewer cannot fit within the road right-of-way and may have to be located within its own utility right-of-way.
- Processing of a DP application to the satisfaction of the Manager of Development Applications.
- Processing of a Subdivision application to the satisfaction of the City's Approving Officer. As a condition of Subdivision approval, the developer will be required to register restrictive covenants stipulating approved driveway locations and widths for all lots, and to grant shared access easements for the three pairs of lots accessing the "ring road".

1. LOT TYPE:
2. TOTAL IMPERVIOUSNESS

3. PARKING COEFFICIENT
4. ADJUSTMENT FACTOR

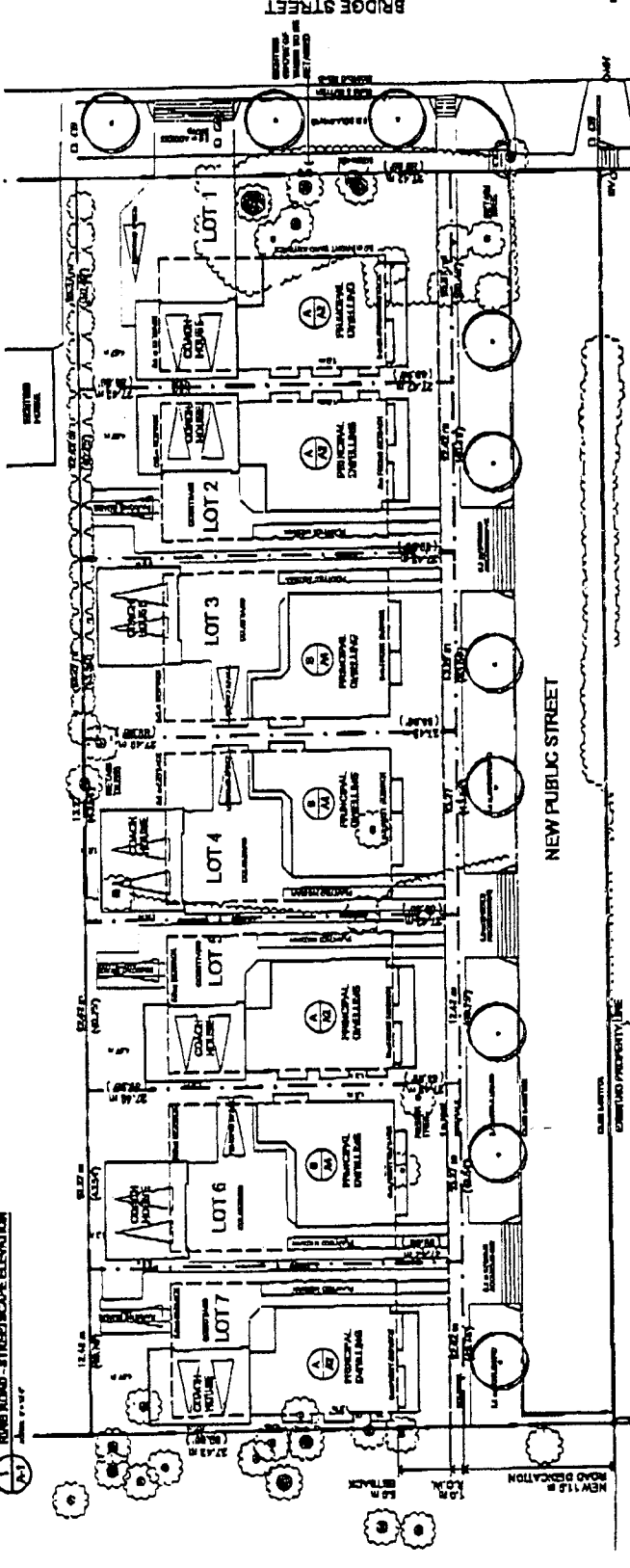
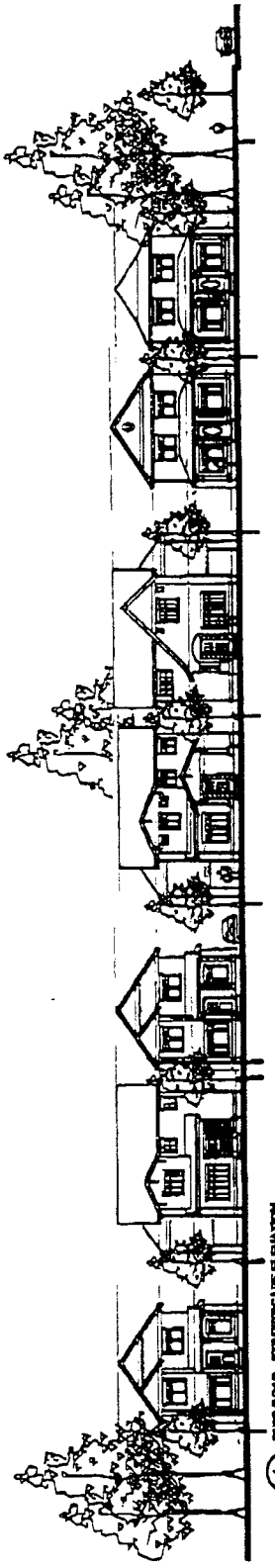
PROPOSED SUBDIVISION
DEVELOPMENT
151 IMPERVIOUS
PERCENTAGE
PERMITTED, British Columbia

DATE: 1/1/2014

PROJECT NO: 123456789

PROPOSED SUBDIVISION PLAN
4 DEVELOPMENT
STATISTICS

A-1 D

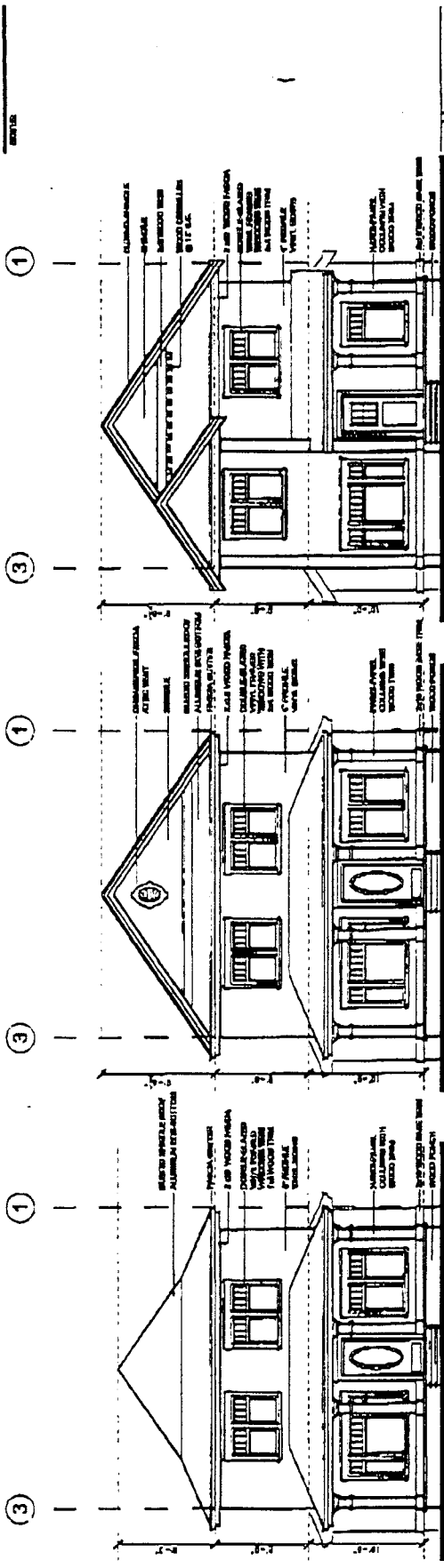


LOT No.	AREA (SQ. METERS)	NO. OF LOTS	NO. OF DWELLINGS	DENSITY
LOT 1	3,567.00	7	3	0.84
LOT 2	1,016.00	7	1	0.10
LOT 3	2,334.00	7	2	0.85
LOT 4	2,334.00	7	2	0.85
LOT 5	2,334.00	7	2	0.85
LOT 6	2,334.00	7	2	0.85
LOT 7	2,334.00	7	2	0.85
TOTAL	18,333.00	7	14	2.00

LOT No.	LOT DIMENSIONS			AREA (SQ. METERS)	AREA (SQ. FEET)
	WIDTH (M)	DEPTH (M)	AREA (SQ. METERS)		
LOT 1	13.41	27.62	369.7	10,111	
LOT 2	13.41	77.62	1,039	28,111	
LOT 3	13.41	177.62	2,371	65,411	
LOT 4	13.41	177.62	2,371	65,411	
LOT 5	13.41	177.62	2,371	65,411	
LOT 6	13.41	177.62	2,371	65,411	
LOT 7	13.41	177.62	2,371	65,411	

1. PROPOSED SUBDIVISION PLAN

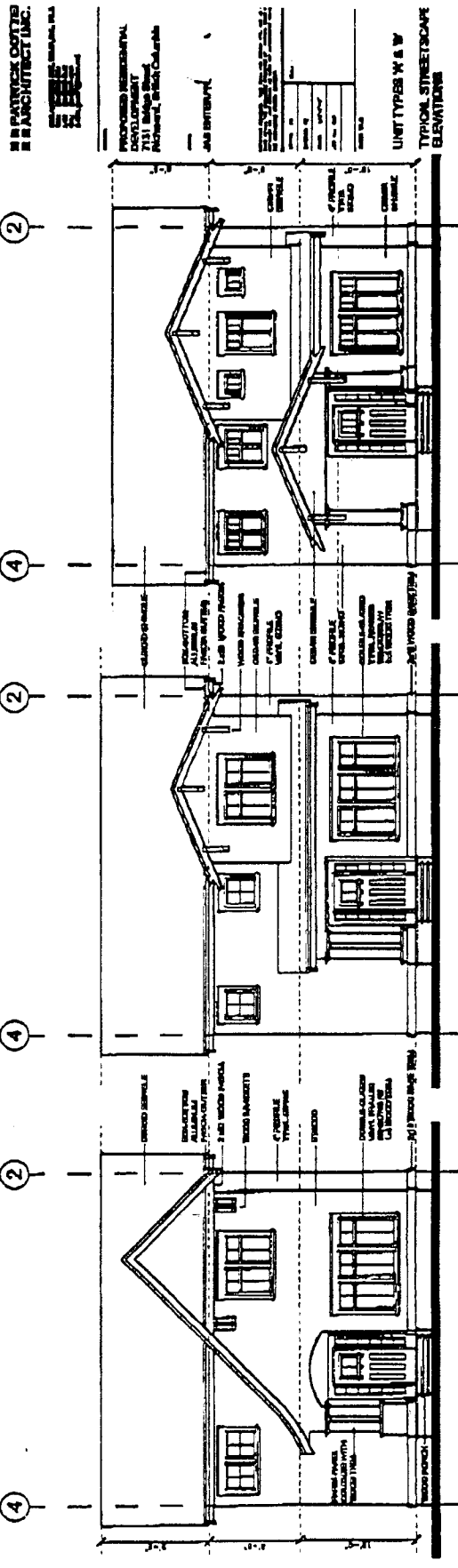
3. DEVELOPMENT STATISTICS



TYPE 'A' - MODEL 1
SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

TYPE 'A' - MODEL 2
SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

TYPE 'A' - MODEL 3
SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



TYPE 'A' - MODEL 1
LOWER FLOOR PLAN
SCALE: 1/8" = 1'-0"

TYPE 'A' - MODEL 2
LOWER FLOOR PLAN
SCALE: 1/8" = 1'-0"

TYPE 'A' - MODEL 3
LOWER FLOOR PLAN
SCALE: 1/8" = 1'-0"

PROPOSED RESIDENTIAL DEVELOPMENT
7131 Maple Street
Richmond, British Columbia

JAN BERTHIAUX

UNIT TYPES W & W
TYPICAL STREETSCAPE ELEVATIONS

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210 COACH HOUSE DISTRICT (R/9)

The intent of this zoning district is to accommodate a single family dwelling with a second dwelling unit above a garage where lots front a section line road and provisions have been made for access to a lane.

210.1 PERMITTED USES

RESIDENTIAL, limited to one principle dwelling and one **Coach House**;
BOARDING AND LODGING, limited to two persons per **dwelling unit**;
HOME OCCUPATION;
ACCESSORY USES.

210.2 PERMITTED DENSITY

.01 Maximum Number of **dwelling units**: Two.

.02 Maximum **Floor Area Ratio**:

0.55, together with an additional 0.05 provided that the lot in question contains one **coach house** with less than 60 m² (645.856 ft²) of gross floor area; plus

10% of the floor area total calculated above for the **lot** in question, which area must be **used** exclusively for covered areas of the principal or second **building**, with the maximum for the second unit being 6m² (64.6 ft²), which are open on one or more sides; together with

50 m² (538.21 ft²) which may be **used** only for off-street parking;

PROVIDED THAT any portion of floor area which exceeds 5 m (16.404 ft.) in height, save and except an area of up to 10 m² (107.64 ft²) **used** exclusively for entry and staircase purposes, shall be considered to comprise two floors and shall be measured as such;

AND FURTHER PROVIDED THAT **floor area ratio** limitations shall not be deemed to be applicable to one **accessory building** which does not exceed 10 m² (107.64 ft²) in area.

210.3 MAXIMUM LOT COVERAGE

45% for **buildings** only, 80% for **buildings** and any non-porous surfaces or **structures** inclusive; and the remainder of the lot area restricted to landscaping with live plant material.

210.4 MINIMUM SETBACKS FROM PROPERTY LINES

.01 **Front Yard:** 6 m (19.685 ft.);

EXCEPT THAT portions of the principal **building** which are less than 5 m (16.404 ft.) in height and are open on those sides which face a **public road** may be located within the **front yard** setback, but shall be no closer to the **front property line** than 4.5 m (14.673 ft.);

AND FURTHER THAT bay windows may project into the required **front yard** for a distance of not more than 0.6 m (1.969 ft.);

AND FURTHER THAT the ridge line of a front roof dormers may project horizontally up to .91m (3 ft) beyond the **residential vertical envelope (lot depth)** but no further than the front yard setback;

AND FURTHER THAT accessory buildings, carports, parking pads and garages must be set back a minimum of 15 m (49.213 ft)

.02 **Side Yard:** 1.2 m (3.937 ft.) for a principal **building**, and 0.6 m (1.968 ft.) for an **accessory building**;

PROVIDED THAT where a **side property line** abuts a **public road** or public walkway, the minimum **side yard** to that property line shall be 3 m (9.843 ft.);

EXCEPT THAT cantilevered roofs and balconies, bay windows, enclosed and unenclosed fireplaces and chimneys may project into the **side yard** for a distance of not more than 0.6 m (1.969 ft.);

AND FURTHER THAT the ridge line of a side roof dormer may project horizontally up to .91m (3 ft) beyond the **residential vertical envelope (lot width)** but no further than the side yard setback;

.03 **Rear Yard:** 6 m (19.685 ft.); or in the case of a **corner lot** on which the **side yard** setback abutting a **public road** is maintained at a minimum of 6 m (19.685 ft.): 1.2 m (3.937 ft.).

Portions of the principal **building** which are less than 2 m (6.562 ft.) in height, an extension to the principal building which contains a second dwelling unit and **accessory buildings** of more than 10 m² (107.64 ft²) in area may be located within the **rear yard** setback area but no closer than:

- (i) 3.0 m (9.843 ft.) to a property line which abuts a **public road**, or
- (ii) 1.2 m (3.937 ft.).

There is no property line setback requirement for an **accessory building** which has an area of 10 m² (107.64 ft²) or less.

210.5 MAXIMUM HEIGHTS

- .01 **Buildings:** 2½ storeys, but in no case above the **residential vertical envelope (lot width)** or the **residential vertical envelope (lot depth)**;
- .02 **Structures:** 20 m (65.617 ft.).
- .03 **Accessory Buildings:** 2 storeys, or 7.4m (24.278 ft), whichever is lesser.

210.6 MINIMUM BUILDING SEPARATION SPACE: 1.2 m (3.937 ft.).

210.7 COMMON WALL: Only one wall of the **coach house** may be attached to the principle dwelling.

210.8 MINIMUM LOT SIZE: 270 m² (2,906.35 ft²)

210.9 OFF-STREET PARKING

Off-street parking shall be developed and maintained in accordance with Division 400 of this bylaw, EXCEPT that:

The minimum number of parking spaces provided shall be 2 spaces for the principle **dwelling unit** and 1 space for the **coach house**."



City of Richmond
Urban Development Division

To Council - Jan 27, 2003

Memorandum

To: Mayor and Council
From: Joe Erceg
Manager, Development Applications
Re: **McLennan South Road Plan**

Date: January 23, 2003
File: RZ 02-218186

3060-20-7476

On January 21, 2003, Planning Committee considered an application for rezoning by Patrick Cotter Architect at 7131 Bridge Street in the McLennan South Sub-Area of the City Centre. The applicant has proposed to construct a "half road" along the south edge of his site, which would ultimately be extended west by other developers to Ash Street to form a section of the "ring road" as per the sub-area plan. In order to better determine how closely the proposed road reflects the sub-area plan and public discussion leading to adoption of the plan, Committee requested that "...the concept map included in the 1995 Community Consultation process, the McLennan South Sub-Area Plan map, and a plan showing existing road acquisitions in the sub-area be included in the material going forward to Council...". Attached are the requested maps.

The road network illustrated in the sub-area plan map has not been amended since the plan's original adoption in 1996. A note included at the foot of this map states that the "Exact alignment of the ring road and two new secondary entry roads from No. 4 Road [will be] subject to development." (Attachment 1) This map and note were not included in the conceptual planning information circulated to the public in November 1995 (Attachment 2); however, they are consistent with information released to the public in April 1996 (Attachment 3) prior to the plan's adoption in May of that year.

Attachment 4 shows the areas of McLennan South that have seen redevelopment (complete or in process) since adoption of the sub-area plan, excluding new houses constructed on large lots zoned Single-Family Housing District, Subdivision Area F (R1/F). Through this development, a substantial amount of McLennan South's proposed road system has been secured, including significant pieces of the "ring road". The road system resulting from this development process is not an exact replica of the sub-area plan map, but it does meet the intent of the plan. This is consistent with the note on the sub-area plan map indicating that the ultimate location of the "ring road" will be determined through development.

Joe Erceg






Joe Erceg
Manager, Development Applications

SPC:spc
Att. 4

Mayor Malcolm Brodie	Councillor Rob Howard
Councillor Linda Barnes	Councillor Kiichi Kumagai
Councillor Derek Dang	Councillor Bill McNulty
Councillor Evelina Halsey-Brandt	Councillor Harold Steves
Councillor Sue Halsey-Brandt	

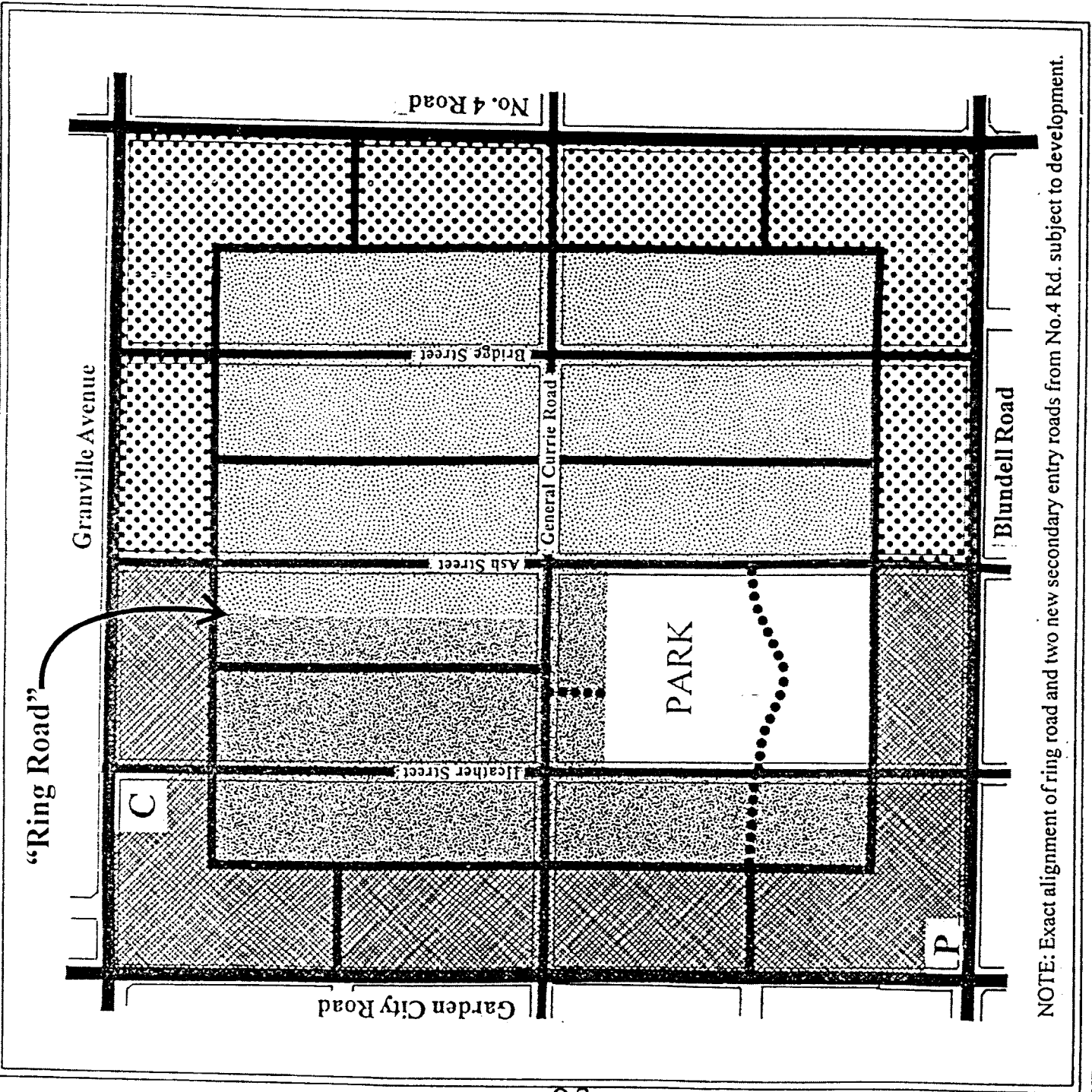
Attachment 1

Land Use

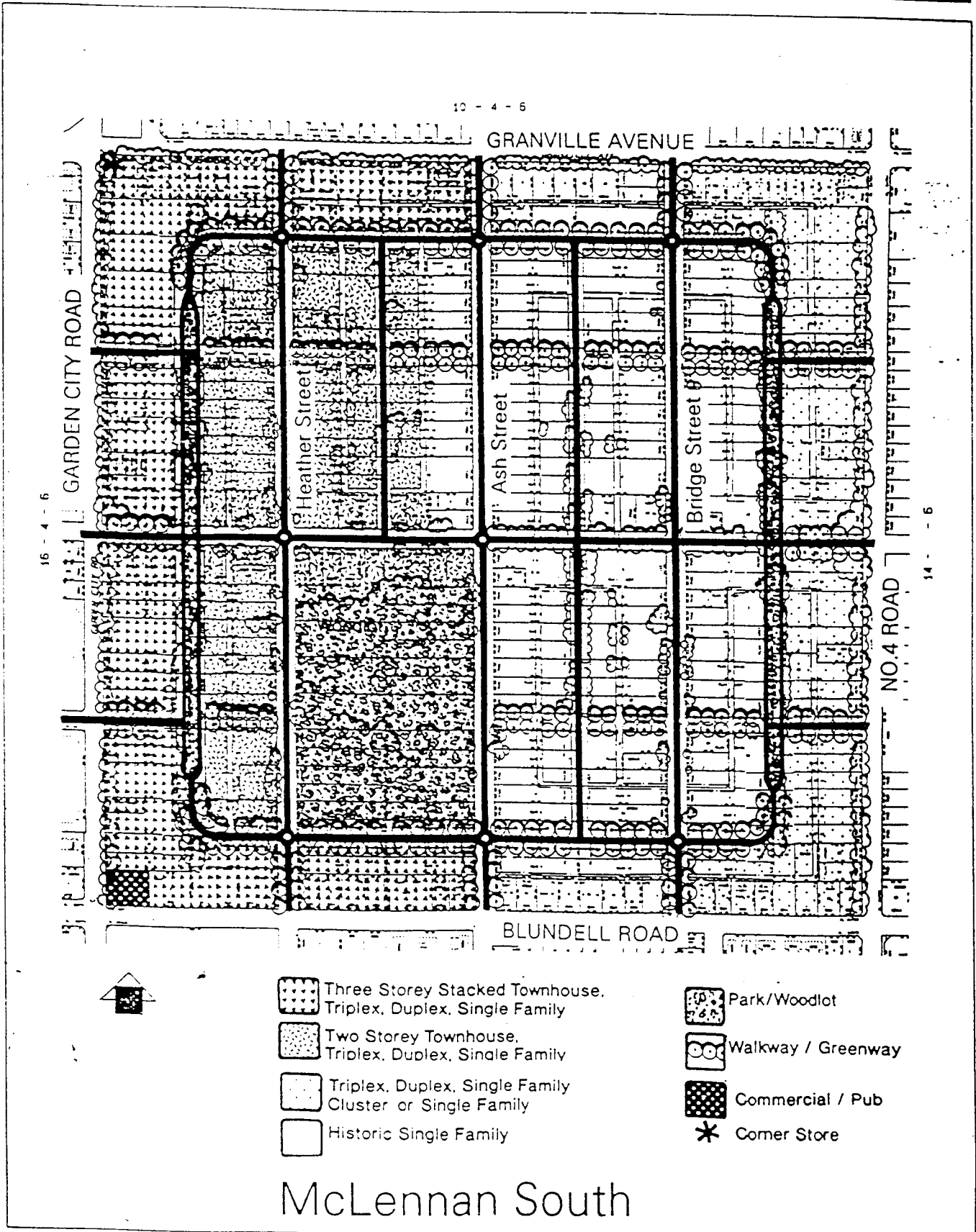
-  Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single Family 0.75 base F.A.R.
-  Residential, 2 1/2 storeys typical (3 storeys maximum) Townhouse, Triple, Duplex, Single-Family 0.60 base F.A.R.
-  Residential, 2 1/2 storeys Triplex, Duplex, Single Family 0.55 base F.A.R.
-  Residential, Historic Single Family, 2 1/2 storeys max. 0.55 base F.A.R.
-  Trail/Walkway
- C** Church
- P** Neighbourhood Pub



Original Adoption: March 15, 1999



NOTE: Exact alignment of ring road and two new secondary entry roads from No.4 Rd. subject to development.



10 - 4 - 6

GRANVILLE AVENUE

GARDEN CITY ROAD

16 - 4 - 6

Heather Street

Ash Street

Bridge Street

14 - - 6

NO. 4 ROAD

BLUNDELL ROAD

- | | | | |
|--|--|--|--------------------|
| | Three Storey Stacked Townhouse, Triplex, Duplex, Single Family | | Park/Woodlot |
| | Two Storey Townhouse, Triplex, Duplex, Single Family | | Walkway / Greenway |
| | Triplex, Duplex, Single Family Cluster or Single Family | | Commercial / Pub |
| | Historic Single Family | | Corner Store |

McLennan South

DRAFT McLENNAN SOUTH SUB-AREA PLAN Summary Highlights

City of Richmond

April 1996



The draft plan covers five subject areas: Housing, Natural Environment and Park, Circulation, Community Facilities and Services, and Utilities.

Housing

Residential land use remains similar to that proposed in November 1995. Building heights will remain the same as single-family houses (2 1/2 storeys), except for the townhouses along Garden City Road and the western half of Granville Avenue and Blundell Road, which can reach 3 storeys over one parking level. However, a step-down to 2 1/2 storeys is required to match building heights across the proposed ring road.

Residents have been clear that a massive, block-scale apartment look with little or no landscaping is **not** compatible with McLennan South's country-estate character. To ensure that new development continues to provide a single-family scale and abundant greenery with mature trees, Section 4.0 (Development Permit Guidelines) in the draft plan contains extensive guidelines for neighbourhood character areas.

Natural Environment and Park

The natural environment has a prominent place in the draft plan. The strategy for keeping McLennan South green includes:

- keeping a naturalistic, informal rather than manicured, formal landscape approach;
- greening all streets so they act as open space links;
- linking the 8-acre park with green walkways to adjacent multiple-family areas, and keeping the heritage woodlot and natural ditch habitat around it;
- promoting front yard landscaping that widens the open space visible from the street;
- promoting new planting, re-use and preservation of viable mature trees using landscape guidelines;
- creating and preserving natural habitat areas through POPA (privately-owned, publicly-accessible) open spaces and through heavy landscaped edges along arterial roads.

At this time, the park remains at 8 acres (not 12 acres) as funding has not been confirmed to acquire a school site. The remaining 4 acres is designated for 2 1/2 storey townhouses. Park development will be phased so that residents who live in the designated park area can remain as long as they wish.

Circulation

The road and lane network remains unchanged as proposed in November 1995. Instead of a median along the north-south legs only, the proposed ring road will now have an extra wide landscaped boulevard throughout. One reason is that the median resulted in driving lanes which did not meet Fire Department standards.

Both long-term and short-term traffic calming are provided for. Within a few months after plan adoption, residents will be consulted and a series of traffic devices such as stop signs, traffic signals, traffic circles and diverters, will be installed to prevent speeding cars.

Community Facilities and Services

The draft plan makes provision for child care spaces to meet the needs of McLennan South children. No commercial development is allowed except for convenience (e.g. a store) along Garden City and the existing neighbourhood pub at the corner of Blundell and Garden City. Community facility space close to the park will also be provided through new development.

Utilities

Residents want development and non-development options for sanitary and storm sewer, as well as different funding options. The City will provide the pump stations and forcemains that are required to operate a sewer system in McLennan South, no matter which option is used. Four ways to bring sewers into the neighbourhood have been identified, including:

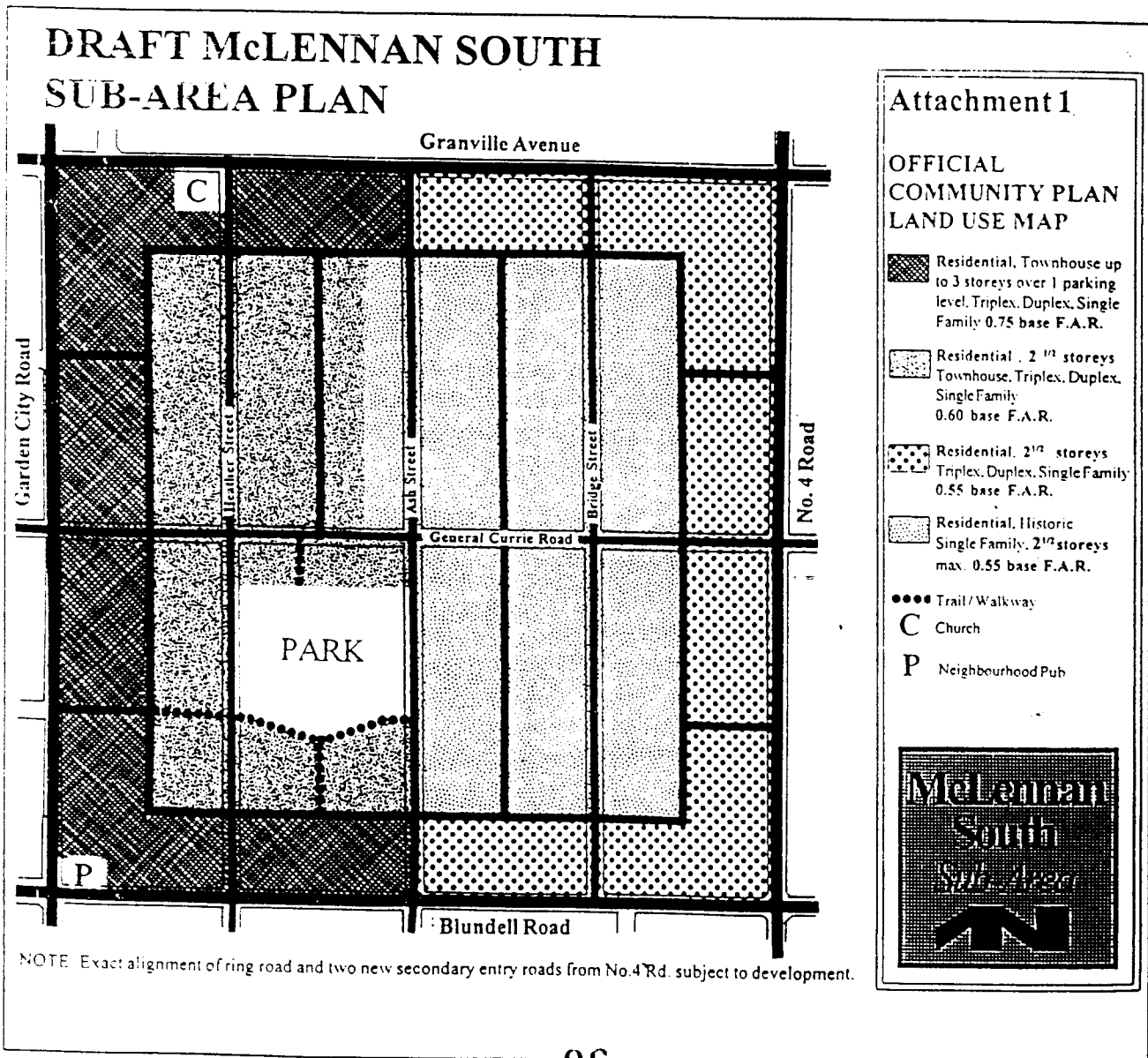
1. **Development-initiated:** this is the traditional method of waiting for new development and paying for sewers through the developer;

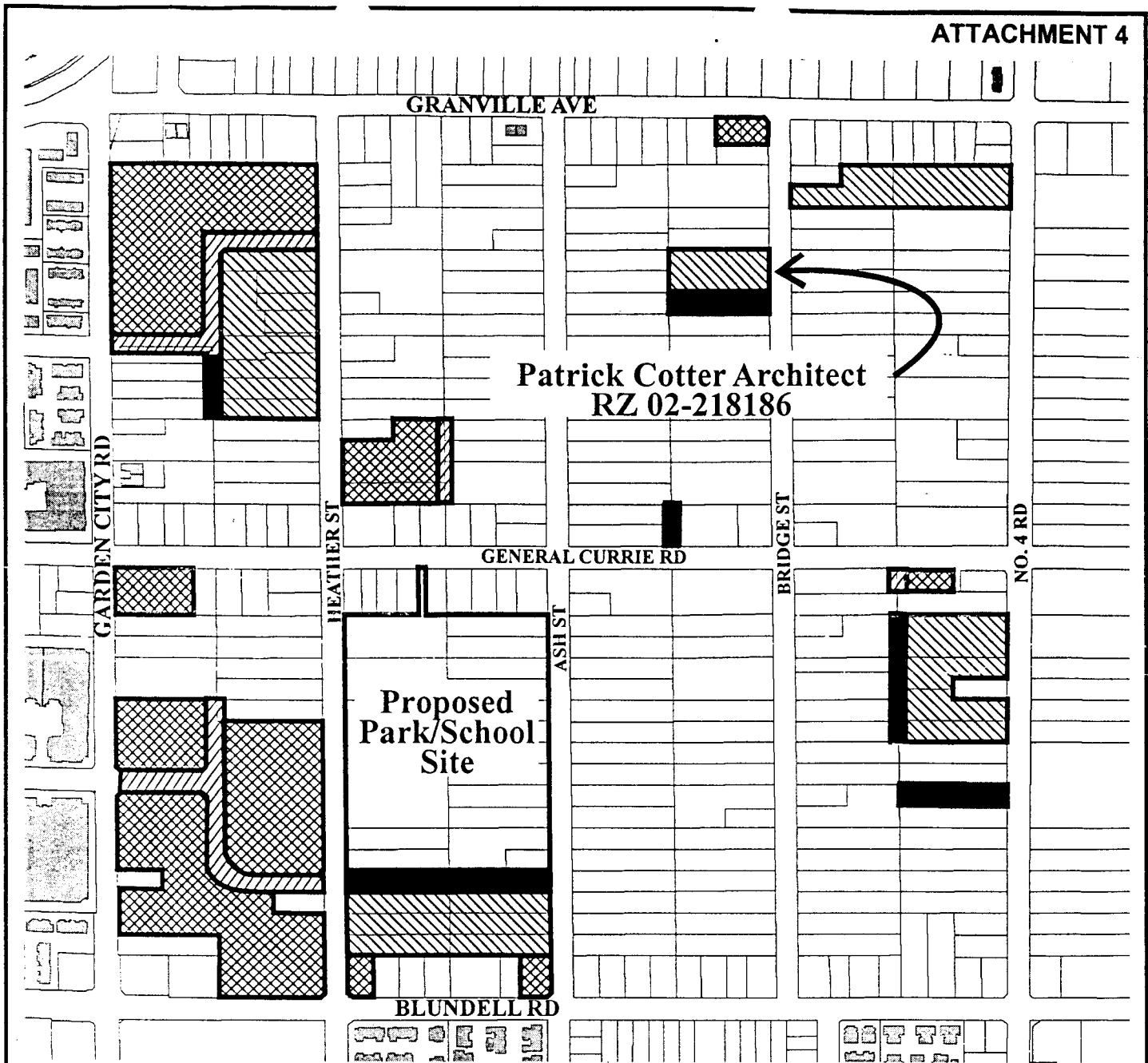
2. **Road Reconstruction, Phase 1:** since many homes in the designated single-family area are newer and likely to remain stable, this option will bring in sewers for existing homes when Ash and Bridge Streets are re-constructed in 1998 and 2000 by the City: new single-family subdivisions will be serviced and paid for by the developer;





3. **Road Reconstruction, Phase 2:** for Heather and General Currie, existing homes will be provided sewer connections after 2000, unless development proceeds before then;

4. **Local Improvement Program:** owners wishing to provide sewers on their own initiative and cost can do so via petition to Council. A pamphlet explaining the procedure is available from the Urban Development Division at City Hall (276-4082).

All four options can be used in combination if Council approves the draft plan. The estimated cost to the City for providing sewers through Option 2 is \$800,000 and Option 3 is \$400,000. Pump stations and forcemains will cost an additional \$400,000. For more detail, please see the draft McLennan South Sub-Area Plan and Implementation Strategy, or telephone staff at 276-4192 or 276-4208.





-  New housing, constructed or approved.
-  New housing, anticipated or pending approval.
-  New roads, constructed or approved.
-  New roads, anticipated or pending approval.



McLennan South
 New Road Development Status
 January, 2003

Original Date: 01/23/03

Revision Date:

Note: Dimensions are in METRES



Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7475 (RZ 02-218186)

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

- 1. Richmond Zoning and Development Bylaw 5300 is amended by replacing the intent statement of Section 210, Coach House District (R9), and Section 210.4.02, Minimum Setbacks from Property Lines, Side Yard, with the following:

“The intent of this zoning district is to accommodate a single family dwelling with a second dwelling unit above a garage where lots are situated within the City Centre Area or front a section line road and, in the latter case, provisions have been made for access to a lane.

- .02 Side Yard: 1.2 m (3.937 ft.) for a principal building, and 0.6 (1.968 ft.) for an accessory building;

PROVIDED THAT where a side property line abuts a public road, the minimum side yard to that property line shall be 6 m (19.685 ft.) in Sections 10-4-6 and 15-4-6 and 3 m (9.843 ft.) elsewhere, and where a side property line abuts a public walkway, the minimum side yard to that property line shall be 3 m (9.843 ft.);

EXCEPT THAT cantilevered roofs and balconies, bay windows, enclosed and unenclosed fireplaces, and chimneys may project into the side yard for a distance of no more than 0.6 (1.969 ft.);

AND FURTHER THAT the ridgeline of a side roof dormer may project horizontally up to 0.91 m (3 ft.) beyond the residential vertical envelope (lot width), but no further than the side yard setback.”

- 2. This Bylaw may be cited as “Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7475”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

JAN 27 2003

Approval stamp: CITY OF RICHMOND, APPROVED for content by originating dept. HB, APPROVED for legality by Solicitor.

MAYOR

CITY CLERK



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7476 (RZ 02-218186)
7131 BRIDGE STREET**

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 **COACH HOUSE DISTRICT (R9)**.

P.I.D. 012-031-887

Lot 17 Block "C" 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 7476**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

JAN 27 2003

CITY OF RICHMOND
APPROVED for content by originating dept.
MB
APPROVED for legality by Solicitor

MAYOR

CITY CLERK