



**City of Richmond**  
Urban Development Division

**Report to Committee**

**To** Planning Committee  
**From** Raul Allueva  
Director of Development

To Council - mar 29, 2005  
To Planning - mar 22 2005  
**Date:** March 10, 2005

RZ 04-276082

File 12-8060-20-7880/790

**Re.** **Application by Sandhill Development Ltd. for Rezoning at 7511 Bridge Street 7908**  
**from Single-Family Housing District, Subdivision Area F (R1/F) to**  
**Comprehensive Development District (CD/140)**

**Staff Recommendation**

1 That Official Community Plan Amendment Bylaw No 7880, to amend Schedule 2 10D (McLennan South Sub-Area Plan) of Official Community Plan Bylaw No 7100, by introducing a map amendment to permit a re-alignment in the proposed local roads between Ash and Bridge Streets, be introduced and given first reading

2 That Bylaw No 7880, 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 7880, 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 7903,

To amend "Comprehensive Development District (CD/140)" to

- include areas under sloping roofs in addition to the maximum permitted floor area,
- simplify the maximum garage door width requirement in the front yard,
- change the side yard setback along Bridge Street, Ash Street or other public road,
- reduce the width and area requirements in the minimum lot size, and
- reduce the maximum height of fences in setbacks adjacent to public roads,

be introduced and given first reading

5 That Bylaw No 7908,

To rezone 7511 Bridge Street from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/140)", be introduced and given first reading

Raul Allueva  
Director of Development  
Att 6

**FOR ORIGINATING DIVISION USE ONLY**

**CONCURRENCE OF GENERAL MANAGER**

## Staff Report

### Origin

#### The Proposal

Sandhill Development Ltd has applied to rezone 7511 Bridge Street (**Attachment 1**) from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/140)" in order to create eight (8) single-family lots fronting onto a new street extending west from Bridge Street along the north edge of the subject site (**Attachment 2**)

The development will dedicate lands and construct the new east-west road

#### New Lot Size Policy Consistency

The proposal to develop single-family houses is generally consistent with the McLennan Sub-Area Plan. However, formulation of a lot size policy for the McLennan South Sub-Area is currently under review. A Report to Committee, which includes a staff recommendation for a lot size appropriate for the neighbourhood, is scheduled for presentation on March 22, 2005. The lot size proposed in this application is consistent with that recommendation.

#### Proposed Road Changes

This application also proposes a change to the Circulation Map within the single-family area to permit a re-alignment in the proposed local roads south of General Currie Road between Ash and Bridge Streets. The north-south road as shown on the Circulation Map (**Attachment 3**) would be abandoned, as would that portion of the "ring road" between Ash and Bridge Streets. In its place, a set of three east-west roads between Bridge and Ash would be required to provide access to the backlands for new single-family development, as shown on the Revised Circulation Map (**Attachment 4**). An amendment to the Area Plan is therefore proposed in this regard. It is noted that a Report to Committee for the rezoning at 7591 No. 4 Road (RZ 04-276421), scheduled for Public Hearing on March 21, 2005, includes a proposed amendment to the McLennan South Sub-Area Plan to provide direction regarding flexibility of new road alignments, as a basis for this project.

### Background

At Public Hearing on June 25, 2004 for the application for rezoning at 7131 Bridge Street (to create six (6) single-family lots fronting onto Sills Avenue west from Bridge Street) and the proposed Official Community Plan Amendments to the McLennan South Sub-Area Plan, concern was raised about limiting garages on narrow lots to a single car garage or a tandem arrangement for two cars. The public and development community who spoke at the Public Hearing felt that this would be both impractical and overly restrictive, particularly given the precedent of successful and liveable single-family development with double garages fronting the street throughout the City on narrow R1/B lots (12 m/39 ft). Council referred the proposed OCP amendments back to staff and directed that staff consult with the development community and the residents on:

- (i) *the minimum width of two car garages which would be acceptable on 40 foot wide lots;*
- (ii) *the design and configuration of these types of garages to conform with the existing neighbourhood ; and*
- (iii) *the general parameters of the Comprehensive Development zone.*

The results of this consultation are provided in a companion report on the McLennan South Lot Size Policy, being brought forward with this application

### Issues

- 1 Lot size for single-family homes
- 2 Building appearance of single-family homes with street facing garages
- 3 New road alignment to provide access to the backlands

### Findings of Fact

Please refer to the attached Development Application Data Sheet (**Attachment 5**) for a comparison of the proposed development data with the relevant Bylaw requirements

#### Surrounding Development

The subject site is situated on the west side of Bridge Street, south of General Currie Road, where the McLennan South Sub-Area Plan (**Attachment 6**) directs that newly created single-family lots are developed along a new north-south road from the “back lands” of existing single-family homes on large lots. This part of the “Historic Single-Family” residential neighbourhood is currently characterized by a mix of older and newer homes on large lots, most of which include areas of mature trees.

### Related Policies

#### Official Community Plan

- **Land Use** Residential, “Historic Single-Family”, two and a half storeys maximum
- **Density:** Designated for a base density 0.55 F A R
- **Development Permit Guidelines** Not applicable to single-family development
- **Roads:** The plan intends that developers will build a number of new roads, with the final alignments “subject to development” (e.g. their locations may vary as a result of opportunities and/or constraints that arise as residential development proceeds). Frontage improvements to Bridge Street are required to be completed with this development.
- **Park:** Limited construction has been undertaken in 2004 for the City Centre serving Garden City Park, with completion in late 2005.

### Staff Comments

The applicant has agreed to legal and development requirements associated with the application (**Attachment 7**). Separate from the rezoning process, the applicant is required to submit separate application for Subdivision, Servicing Agreement (street frontage improvements) and Building Permit.

#### Lot Size

The applicant proposes to create eight (8) lots measuring a minimum of 320 m<sup>2</sup> (3,444 ft<sup>2</sup>) in area. These are smaller than the size of the previous application at 7131 Bridge Street (e.g. 360 m<sup>2</sup> (3,875 ft<sup>2</sup>)). This lot area is considerably smaller than that of the neighbourhood’s existing R1/F lots, but the proposed lot width of 11.3 m (37 ft) and to 13.0 m (42 ft) for corner

lots, is ample and staff believe it can fit well with the area's typical 19.2 m (63 ft) wide lots, particularly in the back land development, and with regulations to require wider frontages along Bridge and Ash Streets. The proposed lot size is consistent with the proposed McLennan South lot size policy. Staff are supportive of the proposal on the basis that

- It is small enough to be cost effective for the subject developer and future developers of the area's more costly backlands (e.g. the backlands require proportionally higher amount of land dedication than those fronting established roads, making them more expensive and difficult to develop),
- It results in lots that are wide enough to comfortably accommodate driveway crossings for narrower lots (min 11.3m) and at the same time establishes controls for a maximum garage door width (greater of 4.9 m or 50% of house width) to accommodate a double car garage in the front of the house, and
- It is large enough that corner lots can accommodate 4 m (13 ft) deep side yards along flanking public street frontages, which will enhance the relationship with the area's existing development which has a 6 m (20 ft) front yard setback, though only a 3 m (10 ft) side yard setback to flanking streets

Building Appearance - Amendments to Comprehensive Development District (CD/140)

Comprehensive Development District (CD/140) was developed for a six (6) lot single-family development at 7131 Bridge Street (RZ 02-218186), in McLennan South, currently under construction. It included design controls on garages for alternative development options depending on the width of lots created. The key aspect was to require wider lots (13.4 m/44 ft) in order to achieve a front-access, two (2)-car garage located at the minimum required front yard setback. This minimum width requirement resulted in a 50/50 ratio of house to garage, thereby ensuring that the streetscape is not dominated by garages. While the CD/140 zone allows the creation of 12 m wide lots, these narrower lots (less than 13.4 m) could contain only a single garage door for a single-car or tandem double garage in the front of the house, or a double-car garage in the rear yard. All of the development lots at 7131 Bridge Street are 13.4 m or greater in width, and contain two car garages facing the street. Their general streetscape appearance is attractive and supportive of the intended form of development in McLennan South.

Public consultation with the residents was held at City Hall on December 14, 2004, and with the development community on December 15, 2004, at which building appearance was discussed. In general, there was a consensus that street facing two-car garages are acceptable on lots as narrow as 11.3 m (37 ft), with a maximum garage door width of 16 ft (e.g., doors, only, are restricted and interior garage width is not regulated) for the narrow lots, and that further design controls are not required to achieve conformity with the standards of neighbourhood design.

As part of the development of the Lot Size Policy and the review of the subject application, additional lot restrictions were identified for consideration (shared or paired driveways, additional setback requirement for the garage from the front property line, building schemes, etc.), in order to provide an appropriate form of development to complement the existing character of development in the area. However, these were considered to have limited public value and benefit given the higher than average development standards on costly single-family lots, and would result in additional regulations that would be difficult to implement and enforce. In light of this, further restrictions are not recommended.

The amended Comprehensive Development District (CD/140) controls the minimum lot width to accommodate garages in the front yard, and at the same time offers greater design flexibility to allow different type of lots

This zoning is consistent with the proposed Official Community Plan Amendments to the McLennan South Sub-Area Plan, as presented in the separate report, "McLennan South Sub-Area Plan Lot Size Policy", March 7, 2005. As amended, it permits driveways from the street to lots which do not require lanes, while meeting the intent of reducing the visual impact of the car by ensuring that garages and driveways do not dominate the streetscape

Provisions which are incorporated into this zone to achieve a "country estate" character for the McLennan South Sub-Area include

- a maximum floor area ratio of 0.55, consistent with City single-family standards,
- additional floor area permitted to encourage open front and rear porches,
- additional floor area permitted for development above garages, where steeply pitched roofs are provided, to encourage integration of the garage with the massing of the building and a pitched roof appearance,
- limits on the maximum width of garage doors, to ensure that the garage does not dominate the streetscape appearance of new homes,
- a wider minimum frontage for lots on Bridge and Ash Streets (18 m/59 ft), than permitted elsewhere in the new single-family area (11.3 m/37 ft),
- a larger minimum lot area for lots fronting on Bridge and Ash Streets (550 m<sup>2</sup>), than permitted elsewhere in the new single-family area (320 m<sup>2</sup>),
- limiting fence height to 0.9 m (3 ft) within 6 m (20 ft) of public roads and requiring that they be of open construction (e.g., picket fences) to encourage a more open and continuous landscape between the public and private realms and between neighbouring properties, and
- landscaping requirements on new lots created from a subdivision for three new trees on the property with at least one new tree in the front yard

#### New Road Network

The subject site is situated on the west side of Bridge Street near General Currie Road, where the McLennan South Sub-Area Plan permits subdivision of the large existing lots to provide for new serviced single-family lots, with access from a new road between Ash and Bridge Streets

The primary role of this new road will be to provide access to the backlands of existing single-family lots so that they may be subdivided. It is expected that additional traffic may be generated. However, the relative increase in traffic is not expected to be significant enough to require road improvements on the road network in the area.

To alleviate any concerns created by this potential increase in traffic, staff would continue to pursue traffic-calming measures in the neighbourhood as requirements of any development applications, including but not limited to traffic circles, curb extensions, speed humps, etc.

The application proposes a re-alignment of the existing Circulation Map. The new road as proposed would not extend to north-south between General Currie Road, which is currently undeveloped, and the "ring road" to the south. The proposed amended Circulation Map provides access to Bridge and Ash Streets and results in a new subdivision pattern (**Attachment 6**), which would feature

- Efficient subdivision pattern, and could achieve the number of new homes anticipated under the Area Plan,
- Allows existing homes to remain, and to subdivide backlands for development,
- Conforms to maximum travel distances for fire department access,
- Development can occur incrementally, and does not require all properties to create a single north south road before subdivision may occur (due to fire department access requirements),
- Utilities and services are provided to each development as it occurs, and “latecomer” charges are avoided, and
- Supports wide frontages on Bridge and Ash Street,

The proposal is consistent with the proposed OCP bylaw amendment with the Report to Committee for the rezoning application for 7591-7771 No 4 Road (RZ 04-276421), which recommends flexibility of new road alignment, under specified criteria. These criteria include

- traffic impacts,
- amount of new road,
- residential neighbourhood character,
- pedestrian and vehicular circulation, and
- recognizable benefits to the area

The Amended Circulation Map results in an increase in total roadway. Three new east-west roads replace the north-south road and the “ring road” portion. The “ring road” is accommodated in a location to the north of its original location, as contemplated in the rezoning for 7788 Ash Street (Charan Sethi), which established that the “ring road” would be relocated in order to retain an existing newer home at 7740 Ash Street. The road length increases from 464 linear meters to 552 linear meters.

## Analysis

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

- The development is consistent with the proposed Lot Size Policy for the McLennan South Sub-Area and the project sets an appropriate standard for future development in McLennan South’s single-family area with regard to road establishment and form of development.
- The proposed development is consistent with the McLennan South Sub-Area Plan’s requirements for the establishment of the new north-south roads to provide access to the back lands. The proposal to construct a new east-west road with a 6 m (19.7 ft) wide pavement until further single-family development occurs north of the subject site is sound and consistent with the approach taken elsewhere in McLennan South.
- This application establishes a uniform lot width (11.3 m) for mid-block lots, in order to achieve wider lots (13 m) at the corners which flank Bridge Street and the new north-south street, complementing the overall development pattern and streetscape in the

McLennan South neighbourhood Comprehensive Development District (CD/140), amended as proposed, offers design flexibility and is consistent with the proposed McLennan South Lot Size Policy

### **Financial Impact**

#### Road Development

The proposed new east-west road associated with this application is not on Richmond's Development Cost Charge (DCC) program. The three new east-west roads are local roads and not part of the "ring road" and therefore not included in the DCC program for the sub-area. As such, the applicant and the future developers will not be eligible for DCC credits towards the cost of land and construction for these new roads.

#### East-West Road

The new east-west road must be constructed at the developer's cost. The new road is not required to provide utilities and services for future developments.

### **Conclusion**

- The subject amended zone and proposed development is in conformance with objectives for development within the McLennan South area of the City Centre.
- OCP Amendment Bylaw No. 7880, proposes a re-alignment in the future local roads between Ash and Bridge Streets in order to facilitate development in a form and character anticipated in the Area Plan.
- Proposed amendments to Comprehensive Development District (CD/140) will establish controls to ensure a maximum garage door width on small lots (4.9 m/16 ft) to accommodate a front-access, double car garage in the front of the lot, while allowing flexibility for different lot types within McLennan South with greater design flexibility as discussed in the proposed McLennan South Lot Size Policy Report.
- The amended zoning (Bylaw No. 7903) will help to maintain the integrity of McLennan South's designated single-family area while facilitating subdivision as provided for under the sub-area plan, and as it is to serve for future subdivision for single-family development in McLennan South (e.g., 7360–7380 Bridge Street), may be adopted separately and prior to final adoption of Bylaw 7908 for the rezoning of 7511 Bridge Street.
- On this basis, the subject application merits favourable consideration.



Eric Fiss  
Policy Planner (4193)  
EF rg

### **LIST OF ATTACHMENTS**

Attachment 1	Zoning Site Map
Attachment 2	Preliminary Subdivision Site Plan
Attachment 3	Existing McLennan South Circulation Map
Attachment 4	Amended McLennan South Circulation Map
Attachment 5	Development Application Data Sheet
Attachment 6	McLennan South Land Use Map
Attachment 7	Conditional Rezoning Requirements
Attachment 8	Possible Future Subdivision Pattern





# City of Richmond

CD/148

# PROPOSED. REZONING

GEN'RAL CURRIE RD

R1/F

R1/B

R1/B

CD 35

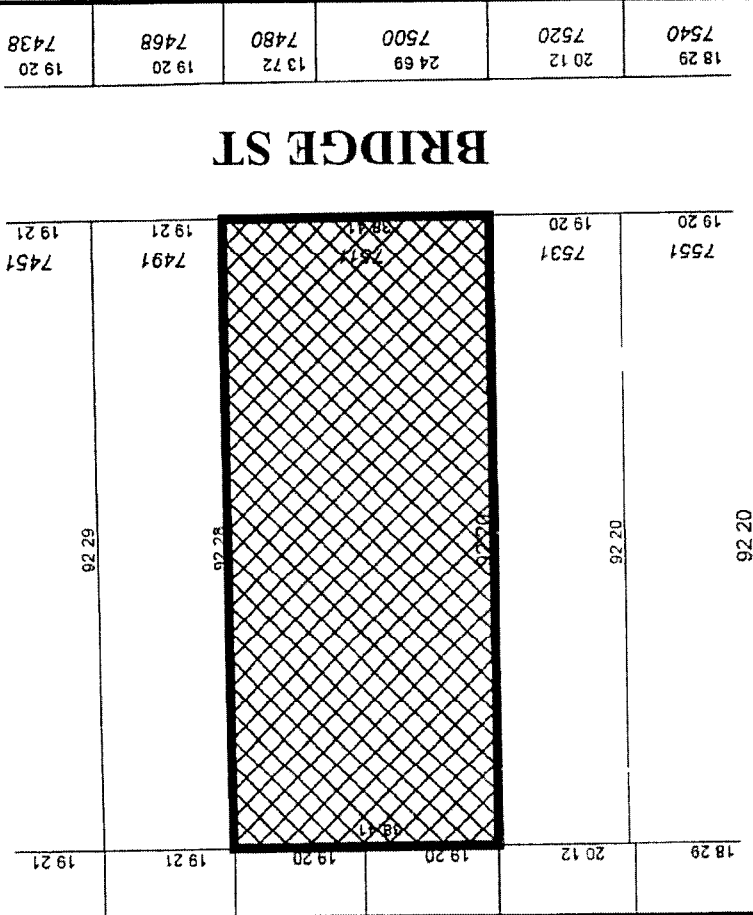
R1F

NO 4 RD

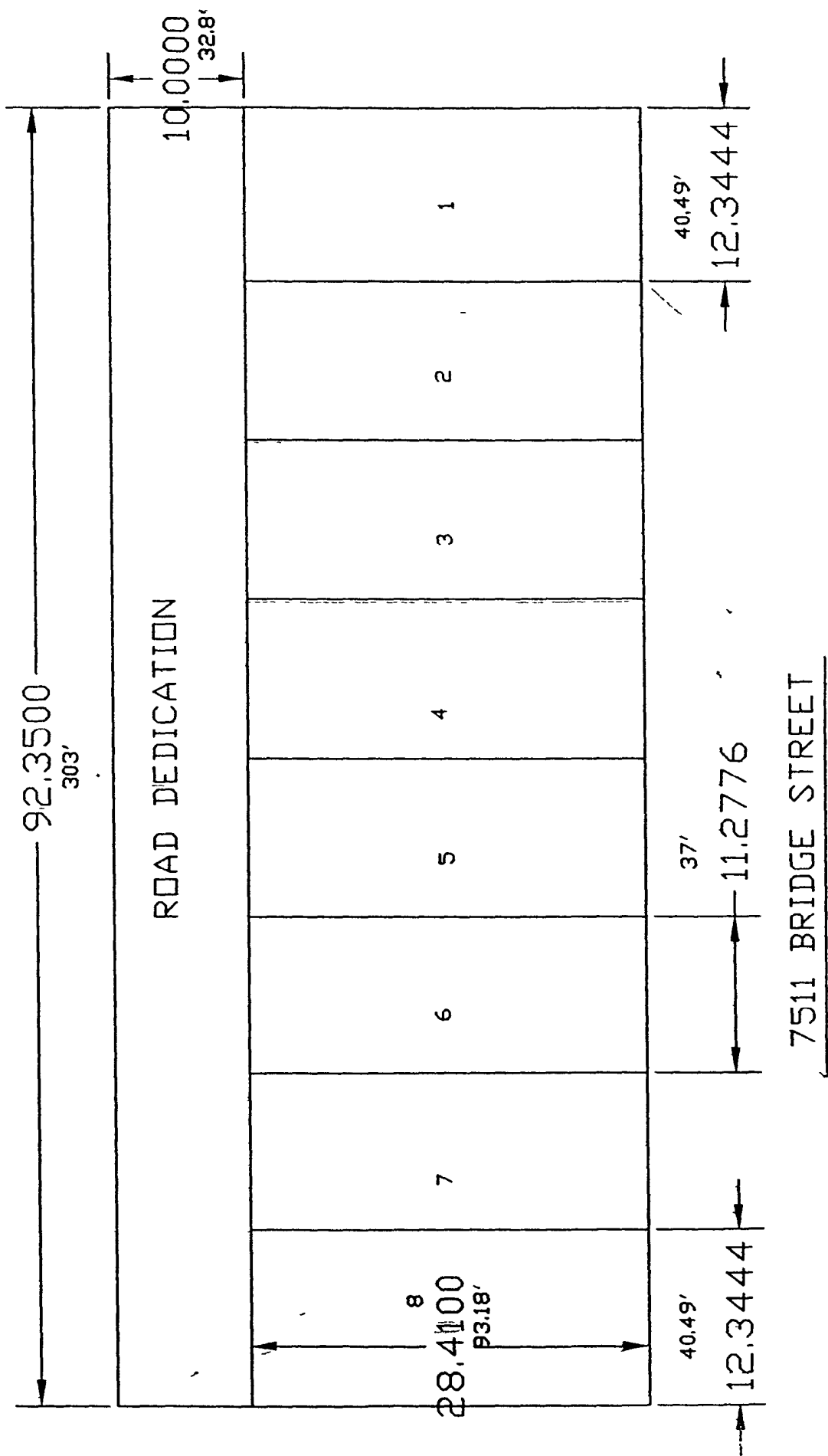
BRIDGE 51

BLUNDELL RD

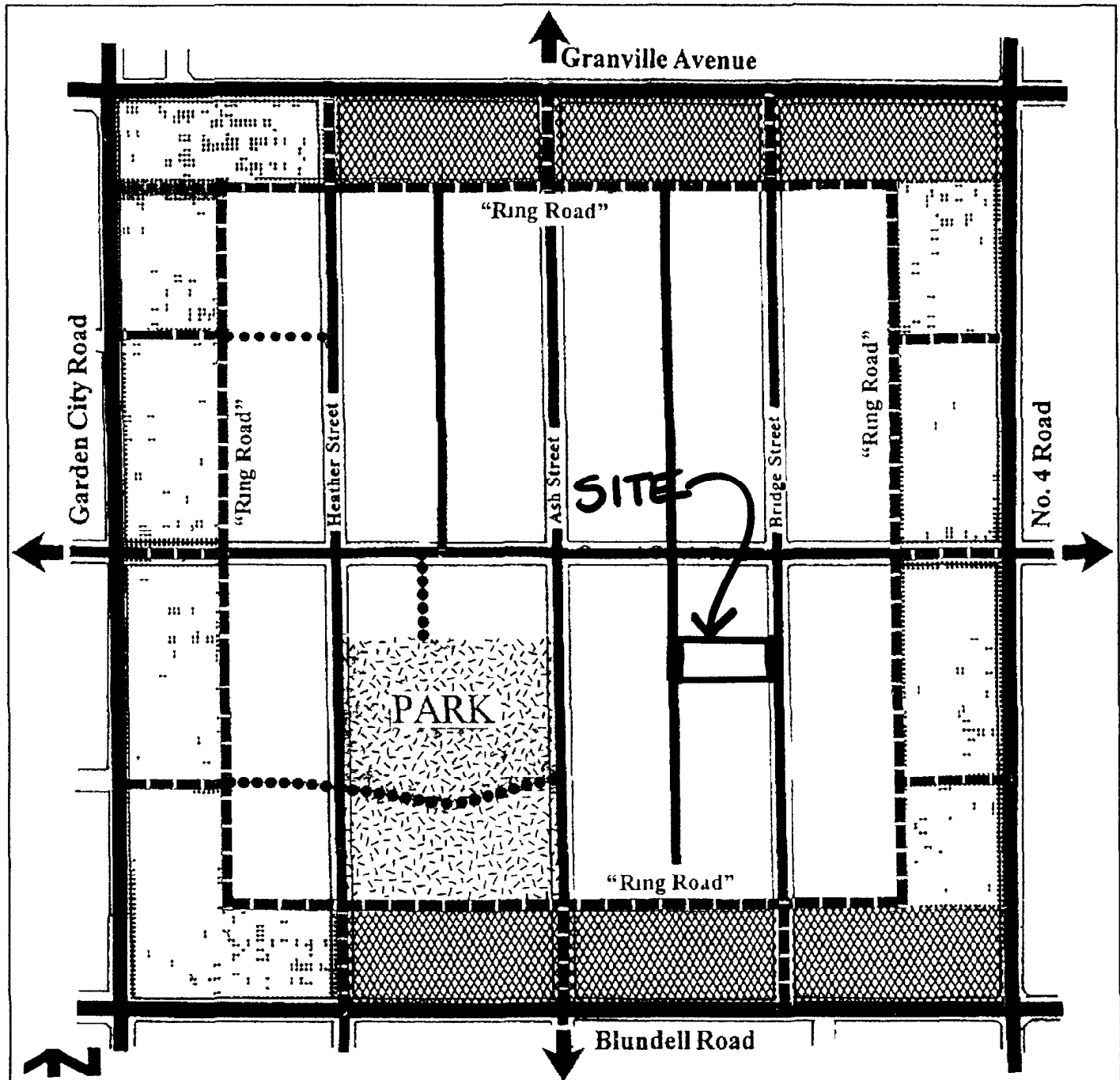
CD/28











AN.

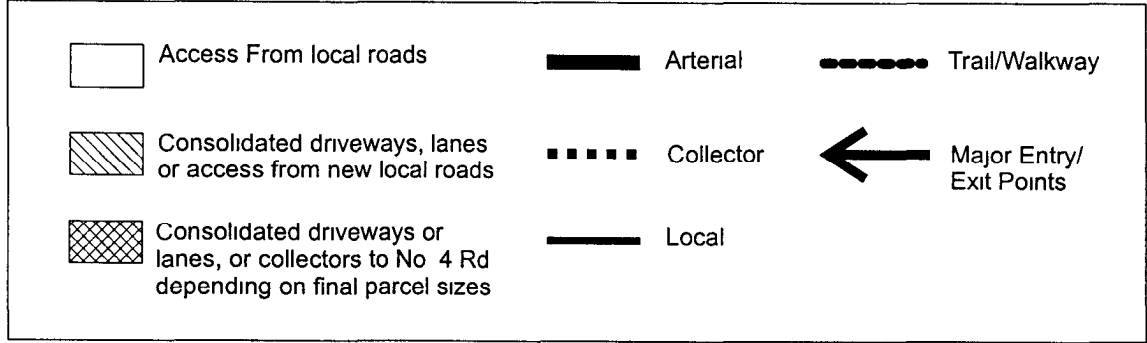
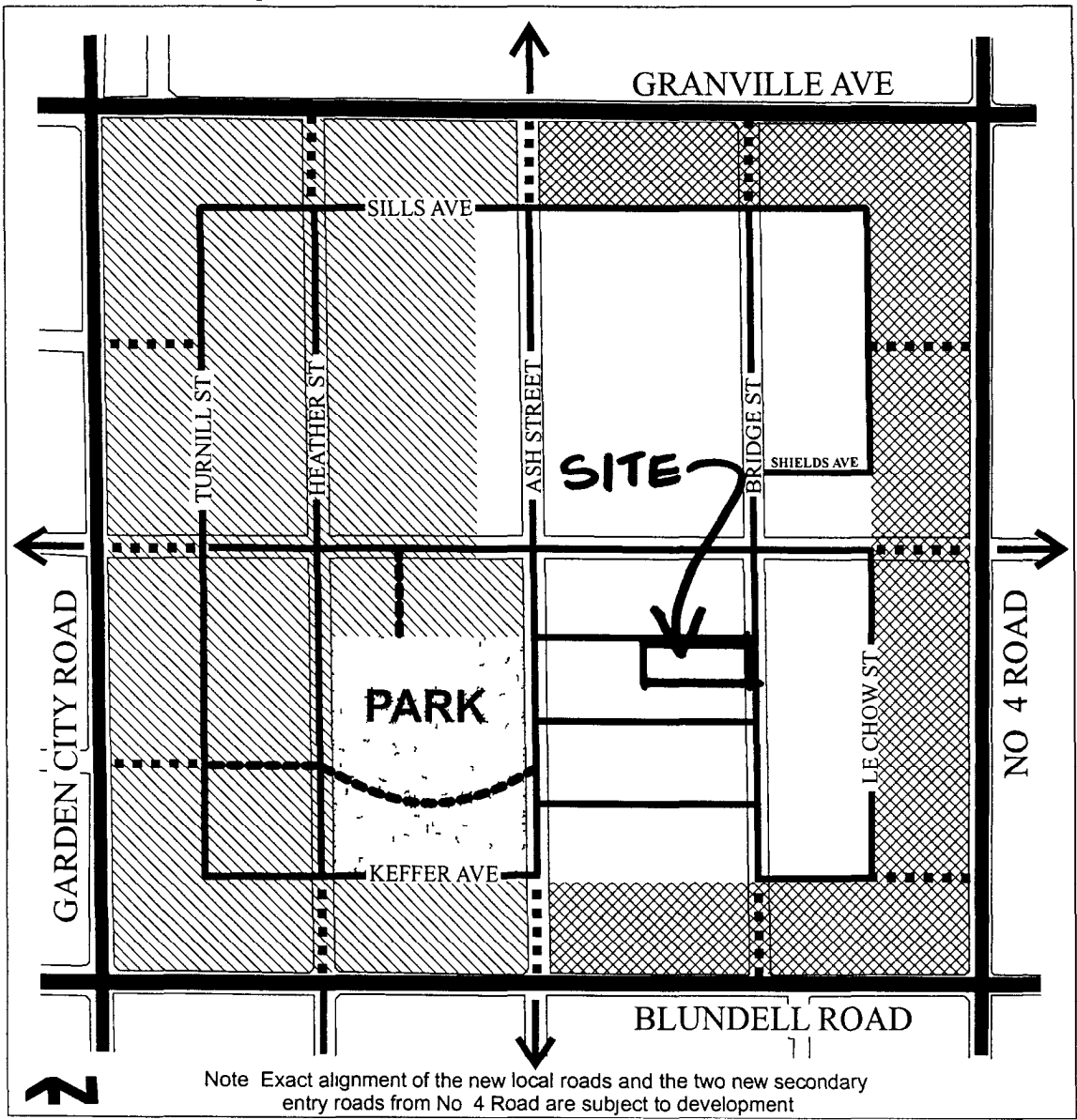


# Circulation Map



- |  |   |   |
|--|---|---|
|  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     |   |

Circulation Map





**City of Richmond**

6911 No 3 Road  
Richmond, BC V6Y 2C1

# Development Application Data Sheet

Policy Planning Department

**RZ 04- 276082**

Address 7511 Bridge Street

Applicant Sandhill Development Ltd

Planning Areas City Centre Area, McLennan South Sub-Area Plan (Schedule 2 10D)

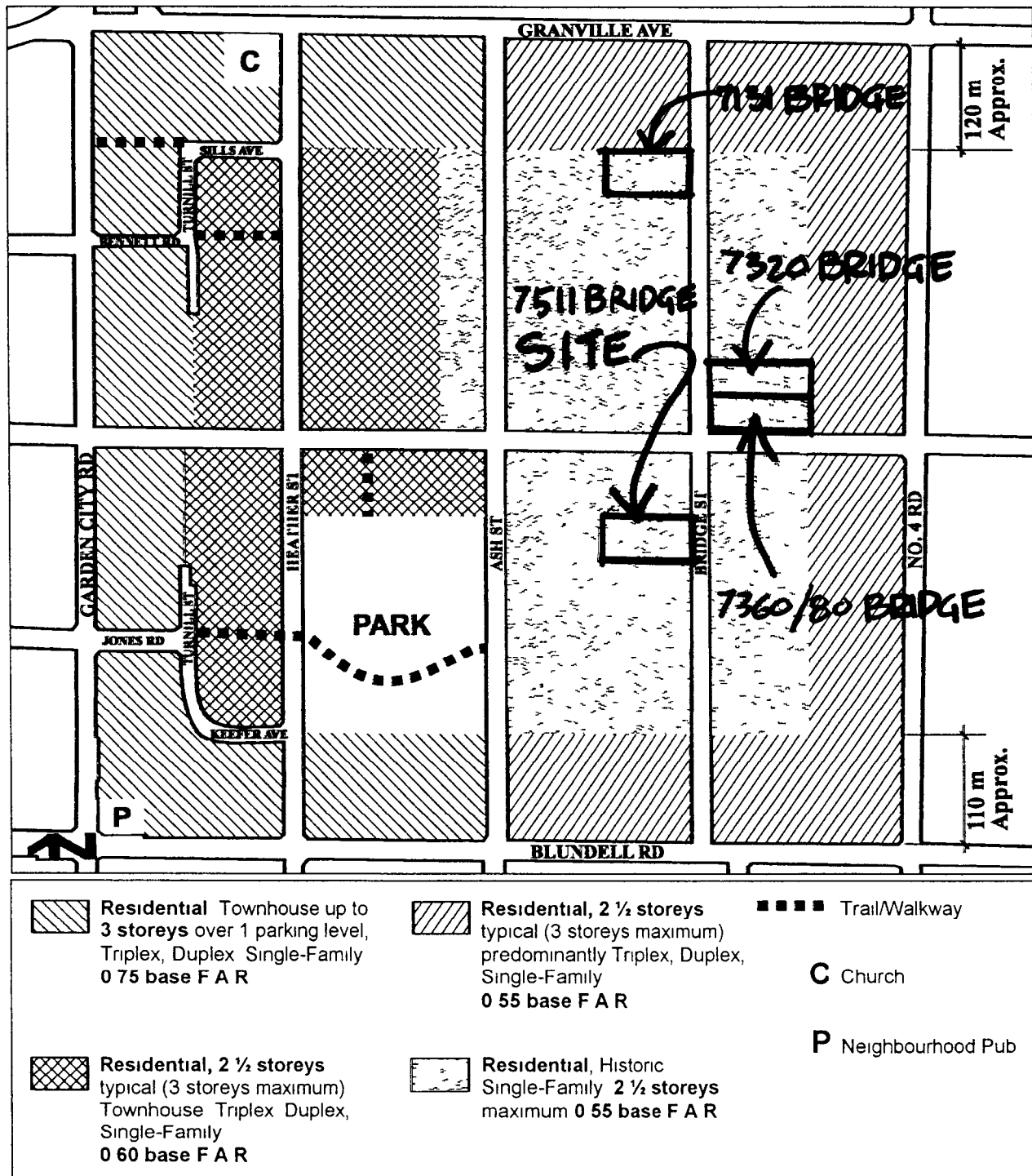
	Existing	Proposed
<b>Owner:</b>	Ray & Judith Sebastian	Sandhill Development Ltd
<b>Site Size (m<sup>2</sup>). (by applicant)</b>	3,547 16 m <sup>2</sup> (38,182 6 ft <sup>2</sup> )	2,619 4 m <sup>2</sup> (28,196 ft <sup>2</sup> ) The gross site area is reduced by <ul style="list-style-type: none"> <li>10 m (32 8 ft ) wide dedicated right-of-way along the site's north edge for road, complete with 4m x 4m corner cut at Bridge Street, and</li> </ul>
<b>Land Uses</b>	Single-family residential	No change
<b>OCP Designation</b>	Residential	No change
<b>Area Plan Designation</b>	Residential, "Historic Single-Family" 2 1/2 storeys max - 0.55 floor area ratio (FAR)	No change
<b>Zoning</b>	Single-Family Housing District, Subdivision Area F (R1/F)	<b>Comprehensive Development District (CD/140)</b> With amendments to permit <ul style="list-style-type: none"> <li>11.3 m (37 ft ) min lot width</li> <li>13 m (42.7 ft ) min lot width for corner lots</li> <li>18 m (59 ft ) min lot width for lots with a front property line on Bridge or Ash Street</li> <li>24 m min lot depth</li> <li>revised limits on double car garage at front yard setback</li> <li>320 m<sup>2</sup> (3,444 ft<sup>2</sup>) min lot area</li> <li>550 m<sup>2</sup> (5,920 ft<sup>2</sup>) for lots with a front property line on Bridge or Ash Street</li> </ul>
<b>Number of Units</b>	1 single-family dwelling	8 single-family dwellings

	Bylaw Requirement	Proposed	Variance
Density (units/acre)	N/A	12.4 upa	none required

Floor Area Ratio	Max 0.55 FAR	0.55 FAR	none permitted
Lot Coverage – Building	Max 45%	45%	none
Lot Size (area)	Min 320 m <sup>2</sup> (3,444.6 ft <sup>2</sup> ) as amended	Min 320 m <sup>2</sup> (3,444.6 ft <sup>2</sup> )	none
Lot Size (width)	11.3 m 13 m at corner lot	7 lots at 11.3 m 1 corner lot at 13 m	none
Setback – Front Yard (m)	6 m Min	6 m	none
Setback – Side Yard (m)	1.2 m Min 4.0 m Min on Public Road as amended	1.2 m and 4.0 m on Public Road	none
Setback – Rear Yards (m)	Min 6.0 m	Min 6.0 m	none
Height (m)	Max 2 1/2 storeys – 9 m	Max 2 1/2 storeys – 9 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V)	2.0 spaces/unit x 7 = 14 (R) Visitor not required	2.0 spaces/unit x 7 = 14(R)	none
Off-street Parking Spaces – Total	14	14	none

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

### 7511 Bridge Street RZ 04-276082

Prior to final adoption of Zoning Amendment Bylaw 7908, the developer is required to complete the following requirements

Legal requirements, specifically

- Dedication of a 10 m (32 8 ft ) wide strip of land for the establishment of a new street along the entire north edge of the subject site, except for the north 5 m (16 4 ft ) of the ultimate road width
- Registration of a 1 5 m (4 9 ft ) Public Rights of Passage right-of-way along the south edge of the street dedication to facilitate sidewalk development to City standards

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 and treed boulevard incorporating a 2 6 m (8 53 ft ) wide utility corridor, decorative "Zed" street lights, and a minimum 1 5 m (4 9 ft ) wide concrete sidewalk, and
  - b) New east-west street along the entire north edge of the subject site including, but not limited to, peat removal and appropriate replacement material across the entire right-of-way, 6 m (19 69 ft ) width of full road construction, storm sewer, sanitary sewer, water, hydro, telephone, gas, cablevision, curb and gutter, a grassed boulevard incorporating an utility corridor, 7 cm (3") street trees at 9 m (29 5 ft ) on centre, decorative "Zed" street lights, and a concrete sidewalk a minimum of 1 5 m (4 9 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 )

\* Note This requires a separate application

(Signed Copy on File)

(March 11, 2005)

---

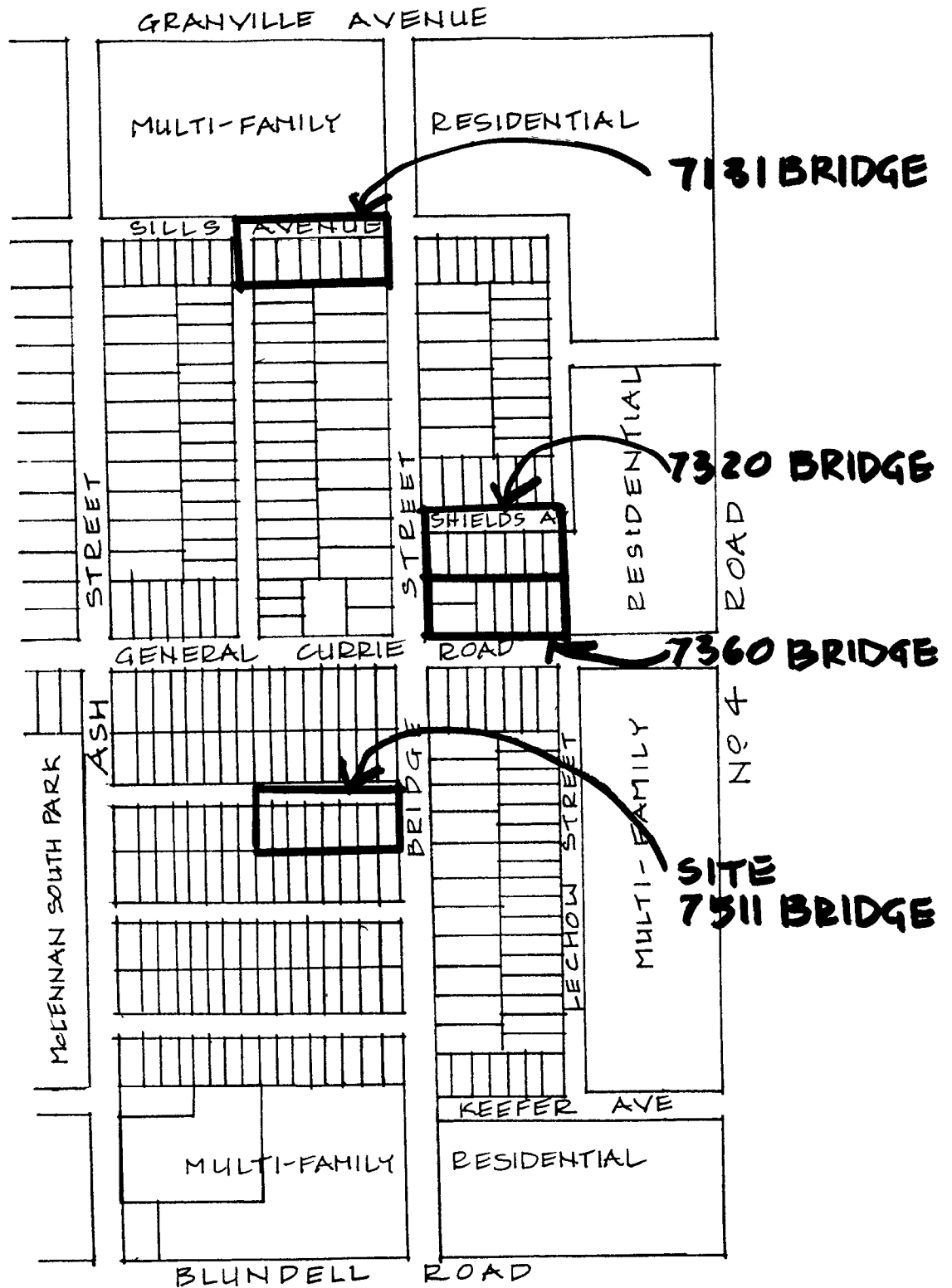
Signed

---

Date



Possible Future Subdivision Pattern





City of Richmond

Bylaw 7880

**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 7880**

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 the "Circulation Map" to Schedule 2 10D, and replacing it with "Schedule 1 to Bylaw 7880"
- 2 This Bylaw is cited as **"Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 7880"**.

FIRST READING

PUBLIC HEARING HELD

SECOND READING

THIRD READING

ADOPTED

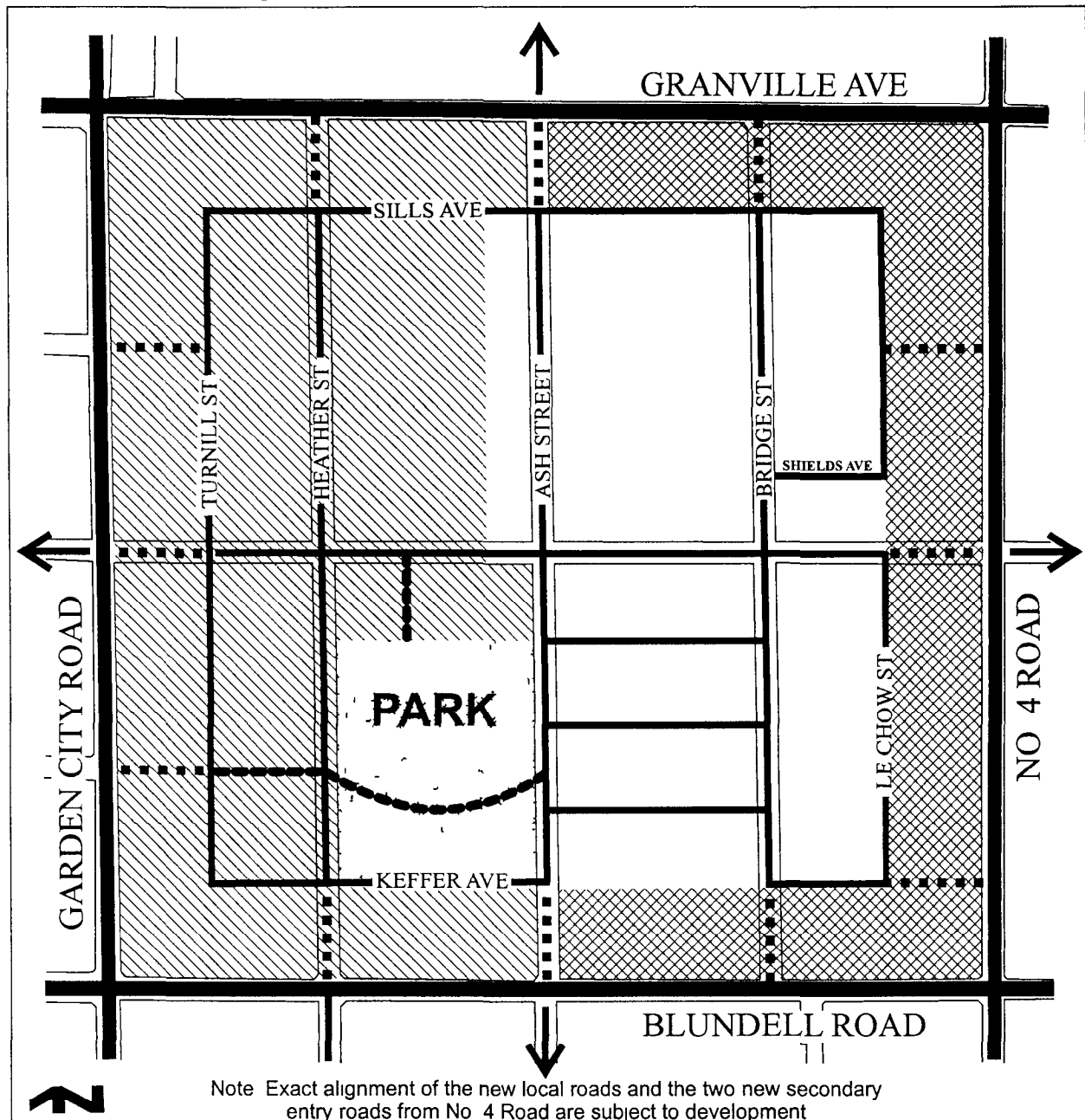
MAR 29 2005

CITY OF RICHMOND
APPROVED by Manager
APPROVED by Director

\_\_\_\_\_  
MAYOR

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

## Circulation Map



Access From local roads



Arterial



Trail/Walkway

Consolidated driveways, lanes  
or access from new local roads

Collector

Major Entry/  
Exit PointsConsolidated driveways or  
lanes, or collectors to No 4 Rd  
depending on final parcel sizes

Local



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7903 (RZ 04-276082)  
7511 BRIDGE STREET**

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

- 1 Richmond Zoning and Development Bylaw 5300 is amended by repealing as Section 291 140 2 thereof and inserting the following

**“291.140.2 PERMITTED DENSITY**

- 01 Maximum number of **dwelling units** One
- 02 Maximum **Floor Area Ratio** 0 55, plus
  - a) An additional 10% of the floor area total calculated above for the **lot** in question to be **used** exclusively for covered areas of the principal **building** which are open on one or more sides and facing the **front property line** or **rear property line**;
  - b) An additional 50 m<sup>2</sup> (538 2 ft<sup>2</sup>) which may be **used** only for **accessory buildings** and off-street parking,
  - c) An additional 10% of the floor area total calculated above for the **lot** in question, to a maximum of 20 m<sup>2</sup> (215 ft<sup>2</sup>), is permitted **PROVIDED THAT**
    - i) this floor area is located directly above a garage,
    - ii) this floor area is located directly below sloping ceilings where the ceiling is attached directly to the underside of the sloping roof and having a minimum slope of 9 12 roof pitch, and
    - iii) the distance from the floor to the ceiling that is no higher than 2 4 m (7 9 ft ) measured vertically,
  - d) **Floor area ratio** limitations shall not be applicable to one **accessory building** less than 10 m<sup>2</sup> (107 64 ft<sup>2</sup>) in area

**PROVIDED THAT** any portion of floor area which exceeds 5 m (16 4 ft ) in height, save and except an area of up to 10 m<sup>2</sup> (107 6 ft<sup>2</sup>) **used** exclusively for entry and staircase purposes, shall be considered to comprise two floors and shall be measured as such ”

- 2 Richmond Zoning and Development Bylaw 5300 is amended by repealing as Section 291 140 4 thereof and inserting the following

**“291.140.4 MINIMUM & MAXIMUM SETBACKS FROM PROPERTY LINES**

**01 Front Yard**

- a) Parking pads, garages & carports 6 m (19 7 ft ) PROVIDED THAT
  - i) the maximum garage door width shall be the greater of 4 9 m (16 ft) or 50% of the building width,
- b) **Buildings and structures** 6 m (19 7 ft ),
  - i) porches and verandas which form part of the principal **building**, are less than 5 m (16 4 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 7 ft ),
  - ii) bay windows which form part of the principal **building** may project into the **front yard** for a distance of not more than 1 m (3 3 ft ), and
  - iii) the ridge line of a front roof dormer may project horizontally up to 0 9 m (3 ft ) beyond the **residential vertical envelope (lot depth)** but no further than the **front yard** setback

**02 Side Yard** 1 2 m (3 9 ft ), or where a **side property line** abuts a **public road**, the minimum **side yard** to that property line shall be 4 m (13 1 ft ),

- a) bay windows which form part of the principal **building** may project into the **side yard** for a distance of 0 6 m (2 ft ),
- b) fireplaces and chimneys forming part of the principal **building** may project into the **side yard** for a distance of not more than 0 6 m (2 ft ),
- c) the ridge line of a side roof dormer may project horizontally up to 0 9 m (3 ft ) beyond the **residential vertical envelope (lot width)** but no further than the **side yard** setback, and
- d) There is no **side yard** setback requirement for an **accessory building** that has an area of 10 m<sup>2</sup> (107 6 ft<sup>2</sup>) or less

**03 Rear Yard** 6 m (19 7 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 4 m (13 1 ft ) 1 2 m (4 ft ),

- a) Portions of the principal **building** which are less than 2 m (6 5 ft ) in height, and **accessory buildings** of more than 10 m<sup>2</sup> (107 6 ft<sup>2</sup>) in area may be located within the **rear yard** setback area, but no closer than
  - i) 6 m (19 7 ft ) to a property line which abuts a **public road**, or
  - ii) 0 6 m (2 ft ) to any other property line,

- b) There is no **rear yard** setback requirement for an **accessory building** that has an area of  $10 \text{ m}^2$  ( $107.6 \text{ ft}^2$ ) or less ”

- 3 Richmond Zoning and Development Bylaw 5300 is amended by repealing as Section 291.140.6 thereof and inserting the following

**“291.140.6 MINIMUM LOT SIZE**

- 01 **Width of Lot** 11.3 m (37 ft ), PROVIDED THAT

- a) for a **corner lot**, the minimum **width of lot** shall be 13 m (42.7 ft ), and
- b) where a **lot** shares a common boundary along its **front property line** with Ash Street or Bridge Street, the minimum **width of lot** shall be 18 m (59 ft )

- 02 **Depth of Lot** 24 m (78.7 ft )

- 03 **Area**  $320 \text{ m}^2$  ( $3,444.6 \text{ ft}^2$ ), PROVIDED THAT

- a) where a **lot** shares a common boundary along its **front property line** with Ash Street or Bridge Street, the minimum area of the **lot** shall be  $550 \text{ m}^2$  ( $5,920 \text{ ft}^2$ ) ”

- 4 Richmond Zoning and Development Bylaw 5300 is amended by repealing as Section 291.140.8 thereof and inserting the following

**“291.140.8 SCREENING & LANDSCAPING**

Screening and landscaping shall be provided in accordance with Division 500 of this Bylaw, EXCEPT THAT

- 01 A **Fence** shall not be located within 6 m (19.685 ft ) of a **public road** unless

- a) a minimum of 30% of the total vertical area of the **fence** is open to the other side or constructed of a transparent material, and
- b) the maximum **fence** height is 0.9 m (3 ft ) In the case of such a **fence**, its height shall be calculated as the vertical distance between the highest point on the **fence** and the greater of
  - 1) The point at which the fence intersects the ground, or
  - 11) The top of any curb abutting the property, or if there is no curb, the crown of the adjacent roadway

- 02 The maximum height of a **fence** located elsewhere within a required yard 2 m (6.562 ft )

- 03 Landscaping Requirements

- a) On a **lot** where a **fence** has been erected adjacent and parallel to, but not actually upon a property line which abuts a **public road**, the portion of the **lot** between the **fence** and the said property line shall be planted and maintained with any combination of trees, shrubs, ornamental plants or lawn
- b) On a **lot** that has resulted from a single subdivision plan that created two or more **lots**, the owner shall plant and maintain three (3) trees of a minimum size of 63 mm (2 5 in ) caliper measured at 1 2 m (3 937 ft ) above the root ball, at least one (1) of which shall be located within 6 m (19 685 ft ) of the **front property line** ”

5 This Bylaw may be cited as “**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7903**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_  
MAYOR

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





**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7908 (RZ 04-276082)  
7511 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 **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/140)**.

P I D 004-260-252

Lot 18 Block "F" 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 7908**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAR 29 2005



\_\_\_\_\_  
MAYOR

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