City of Richmond

# Report to Committee

To Planning - Nov 4, 2003

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| **To:** | Planning Committee | **Date:** | October 20, 2003 |
| **From:** | Terry Crowe<br>Manager, Policy Planning | | 4045-20-10-MS<br>File: 8060-20-7611 / 7612 |
| **Re:** | **MCLENNAN SOUTH SUB-AREA PLAN: SINGLE-FAMILY LOT SIZE POLICY** | | |

## Staff Recommendation

1. That Official Community Plan Amendment Bylaw No. 7611, to amend Schedule 2.10D (McLennan South Sub-Area Plan) by introducing a number of text and map amendments aimed at permitting medium-sized "R1/B-type" lots (e.g. 12 m/39 ft. minimum frontage) throughout the area designated for "Residential, Historic Single-Family, 2 ½ storeys max., 0.55 FAR", be introduced and given first reading.

2. That Bylaw No. 7611, having been considered in conjunction with:

   - The City's Financial Plan and Capital Program, and
   - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans,

   is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

3. That Bylaw No. 7611, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.

Terry Crowe
Manager, Policy Planning

SPC:spc
Att. 11

| FOR ORIGINATING DIVISION USE ONLY |
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| CONCURRENCE OF GENERAL MANAGER |



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## Staff Report

### Origin

In 1996, the McLennan South Sub-Area Plan was adopted for a lower density residential area in the southeast corner of Richmond's City Centre. The plan sets out a long-term vision for this area, including land uses, park, school, roads, and the form/character of development. (**Attachment 1**)

*THE PROBLEM*

Under the plan, a portion of McLennan South is to be allowed to sub-divide to create smaller single-family lots. The plan does not, however, identify the minimum size of these lots; nor does it clearly delineate the boundaries of this single-family area or the conditions, if any, under which the area's proposed roads may deviate from the plan. This lack of information has caused concern and confusion and hampers the processing of development applications in and around this area.

*REPORT PURPOSE*

The intent of this report is to address this situation by proposing single-family lot sizes and related policies for adoption as part of McLennan South's Sub-Area Plan.

### Findings Of Fact

*AREA DESCRIPTION*

In 1996, McLennan South was an area of mature trees and newer and older homes on large, unsewered lots zoned Single-Family Housing District, Subdivision Area F (R1/F) (e.g. minimum 18 m/59 ft. lot frontage, 45 m/148 ft. lot depth, and 828 $m^2$/8,900 $ft^2$ lot area). Today, McLennan South is very different and has sanitary sewers, its ditches have been filled, and substantial townhouse development is underway in its western half. The neighbourhood's designated single-family area, however, remains largely unchanged with the exception of two rezoning applications (**Attachment 1**):

- *RZ 02-218186:* An approved application for six R1/B lots (e.g. 12 m/39 ft. frontage) at 7131 Bridge Street is currently awaiting the developer to fulfill his rezoning conditions (i.e. road design and dedication, etc.) prior to subdivision and construction; and
- *RZ 03-227858:* A more recent application for Comprehensive Development District (CD) at 7320 Bridge Street, for the purpose of creating seven R1/B-sized lots (e.g. 12 m/39 ft. frontage), is scheduled to be considered by Council immediately following this lot size report.

*PUBLIC CONSULTATION*

In June 2003, in response to neighbourhood concerns over the proposed rezoning of 7131 Bridge Street (RZ 02-218186) and the precedent that project could set for lot size, road development, and the boundary of McLennan South's single-family area, a public consultation process was initiated to identify a lot size policy for McLennan South's single-family area. Two public information meetings and a public survey were conducted and staff received many comments from residents and property owners regarding this and related issues (i.e. roads, character, etc.). (**Attachment 2**)

A complete public consensus was not achieved. In an attempt to balance interests and enable development to proceed, staff propose the following sub-area plan amendments:

**McLennan South Single-Family Area: Proposed Sub-Area Plan Amendments**

| Item | Existing Plan | Proposed Plan |
|---|---|---|
| **Land Use Designation** | "Residential, Historic Single-Family, 2 ½ storeys maximum, 0.55 base FAR" (e.g. floor area ratio) | "As Is", ***EXCEPT*** minimum lot frontages and lot areas are also stipulated. (**Attachment 3**) |
| **Boundaries** | | |
| • **West** | • Mid-way between Ash & Heather. | • No change. |
| • **East** | • Mid-way between Bridge & No. 4. | • No change. |
| • **North & South** | • In line with Sills & Keefer Avenues respectively, the exact locations of which are to be determined through the area's development process. | • Located independently of Sills & Keefer at approximately 100 m (328 ft.) south of Granville Avenue and 80 m (262 ft.) north of Blundell Road respectively. |
| **Roads** | | |
| • **General Currie** | • To be opened between Ash Street & No. 4 Road. | • No change. |
| • **Sills & Keefer** | • To be built parallel & relatively close to Granville & Blundell respectively, with their exact locations to be set via development, based on road safety standards & other factors affecting their practical implementation. | • "As Is". It is intended that the distances between Granville and Sills and between Blundell and Keefer be approximately 100 m (328 ft.) and 80 m (262 ft.) respectively in order to align, as much as possible, with the portions of these roads that have already been secured. |
| • **North-South Roads** | • Two new north-south roads are to be built parallel to Bridge & Ash along the rear property lines of the area's existing lots (e.g. Le Chow & a second road between Bridge & Ash). | • "As Is", ***EXCEPT*** it is stipulated that the alignment of new roads may be altered where it will not increase in the amount of road set out in the plan, impact local livability, or compromise residential character. |
| **Lanes** | Lanes are required at the rear of new lots. This is typical of small, "Single Family Housing District, Subdivision Area A (R1/A)" lots (e.g. 9 m/29.5 ft. wide). | No lanes are required as the minimum proposed lot size is 12 m (39 ft.) wide (e.g. "Single-Family Housing District, Subdivision Area B, R1/B"), which does not require lane access. |
| **Lot Size** | • The plan encourages subdivision, but does not specify a minimum lot size.<br>• After dedicating land for roads (as per the plan), a typical lot is too shallow to subdivide under its existing zoning (e.g. Single Family Housing District, Subdivision Area F, R1/F, 18 m/59 ft. frontage) and must be rezoned. | Equivalent to "Single Family Housing District, Subdivision Area B (R1/B)" requiring:<br>• *Frontage:* 12 m (39 ft.) minimum<br>• *Area:* 360 $m^2$ (3,900 $ft^2$) minimum |
| **Form & Character** | No criteria are currently provided for single-family development, *HOWEVER* multiple-family housing must conform to Development Permit Guidelines that encourage a "traditional" character and significant landscaping. | • *Zoning:* Ensures minimum sizes of lots & yards, parking/garage setbacks, fence heights, & tree planting in front yards.<br>• *Covenants:* Limits interruption of sidewalks & street trees by requiring pairs of lots to share driveway crossings (e.g. at sidewalks).<br>• *Design Guidelines:* To be tested on the area's two pending applications & perhaps others, prior to a possible sub-area plan amendment in support of their broader use. |

## Analysis & Recommendations

Community concerns with the existing McLennan South Sub-Area Plan focus on five issue areas. As a result of staff's review of these issues, as described in the noted attachments, the following recommendations are made for Council's consideration.

1. ***Unclear Direction Regarding the Flexibility of New Road Alignments*** **(Attachment 4)**
   - 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.
   - Amend the sub-area plan to indicate that new roads may deviate from the "Circulation Plan" under specific conditions (e.g. where it will not result in significant traffic impacts or a net increase in road length, and it will not compromise the area's intended residential character or development pattern), and, for the most part, to limit vehicle access to Sills, Keefer, and Le Chow, west of Ash Street, to single-family lots.

2. ***Perceived Development/Cost Inequities Along Sills, Keefer & General Currie*** **(Attachment 2)**
   - Through the development process, work to ensure that individual property owners along Sills, Keefer, and General Currie are not unnecessarily burdened with road costs by seeking opportunities for single-family developers to cost share with large assemblies and multiple-family projects and by allowing for some flexibility in road alignment.

3. ***Multi-Family Pressure on the Single-Family Area's North & South Boundaries*** **(Attachment 6)**
   - Amend the sub-area plan "Land Use" map such that the north and south boundaries of the single-family area (and, thus, the maximum extent of adjacent multiple-family development) are set independently of Sills and Keefer Avenues, at approximately 100 m (328 ft.) and 80 m (262 ft.) off Granville Avenue and Blundell Road respectively (e.g. generally in alignment with the portions of Sills and Keefer that have been constructed west of Heather and, in the case of Sills, have been approved between Ash and Bridge).

4. ***Single-Family Lot Size*** **(Attachment 7)**
   Over the course of the study process, a variety of single-family lot size approaches were considered by staff and the community. Based on the public input, summarized in **Attachment 2**, it was determined that medium-sized "R1/B-type" lots (e.g. 12 m/39 ft. minimum frontage) present the greatest opportunity to satisfy the neighbourhood's demand for smaller lots without lanes, while larger "R1/E-type lots (e.g. 18 m/59 ft. minimum frontage) were preferred along Bridge and Ash Streets. The latter, however, raises concern as it is inconsistent with recognized housing trends and the densification of Richmond's City Centre, and could attract speculators (e.g. holding for future subdivision potential), which in turn could have a negative impact on the neighbourhood.

   **Attachment 7** describes two possible lot size options for McLennan South's single-family area:

   - ***Option A:*** *Large-sized "R1/E-type" lots (e.g. 18 m/59 ft. minimum frontage) along Bridge and Ash, with medium-sized "R1/B-type" lots (e.g. 12 m/39 ft. minimum frontage) elsewhere*
   - ***Option B:*** *Medium-sized "R1/B-type" lots (e.g. 12 m/39 ft. minimum frontage) throughout*

Based on a review of these options, staff recommend the following:

- Amend the sub-area plan as per "***Option B:*** *Medium-sized "R1/B-type" lots (e.g. 12 m/39 ft. minimum frontage) throughout"*, together with measures to support related road, access, and design features, in order to respond to development industry and community preferences, to reflect housing trends and provide viable subdivision opportunities, and to respect the scale and character of the area's existing large homes on large lots over the short and long-term.

5. ***Ensuring Appropriate Single-Family Character & Design Consistency*** **(Attachment 8)**
   - *Zoning:* Draft a Comprehensive Development District (CD) zone for use throughout McLennan South's single-family area that is based on Richmond's Single-Family Housing District (R1), but incorporates special features encouraged by the sub-area plan, such as large, landscaped front yards along all street frontages and hiding parking behind houses. **(Attachment 9)**
   - *Covenants:* Use covenants to ensure that where new lots have driveways onto streets (e.g. rather than rear lanes), each pair of such lots shall share one driveway where it crosses the sidewalk in order to limit sidewalk/boulevard/street tree interruptions.
   - *Design Guidelines:* Test "Building Schemes" on the area's two pending rezoning applications and perhaps others, to determine their effectiveness and the desirability of their broader use in McLennan South. (Staff will advise Council on their success and the necessity to legally incorporate guidelines into the sub-area plan.)

## Implementation

Implementation of the proposed single family lot size policy requires that the sub-area plan be amended. The proposed amendment, based on "***Option B:*** *Medium-sized "R1/B-type" lots (e.g. 12 m/39 ft. minimum frontage) throughout"* and the related road and access recommendation described above, is included as **Attachment 10**.

In addition, for reference, a draft plan amendment based on "***Option A:*** *Large-sized "R1/E-type" lots (e.g. 18 m/59 ft. minimum frontage) along Bridge and Ash, with medium-sized "R1/B-type" lots (e.g. 12 m/39 ft. minimum frontage) elsewhere"* is included in **Attachment 11**. It should be noted that the only difference between these two draft amendments is the description of the single-family area included in the legend of the "Land Use" map in "Schedule 1".

## Financial Impact

The financial implications of approving the recommendations outlined in this report are increased revenues arising through development and property taxes. As the two lots size options considered for McLennan South are relatively similar (**Attachment 7**), they are not expected to generate a significantly different number of lots or revenues to the City over the short- to medium-term.

**Conclusion**

- The McLennan South Sub-Area Plan promotes single-family subdivision, but does not set a minimum lot size or adequately address related development issues (e.g. road implementation).
- This has caused difficulties in the processing of two recent single-family rezoning applications.
- Public consultation with McLennan South residents/owners and representatives from the development industry has greatly increased both the City's and the community's understanding of the complex issues facing the redevelopment of this City Centre residential area, but no community consensus has been reached as to a preferred single-family lot size.
- A single-family lot size policy encouraging the establishment of medium-sized "R1/B-type" lots is proposed for the area by staff, together with supporting amendments to the sub-area plan affecting roads, access, and design.
- In addition, staff propose that "Building Schemes" be applied on a trial basis to new single-family developments in this area in order to determine their effectiveness before considering their broader application.

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Community Planner/Urban Design

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Senior Planner/Urban Design

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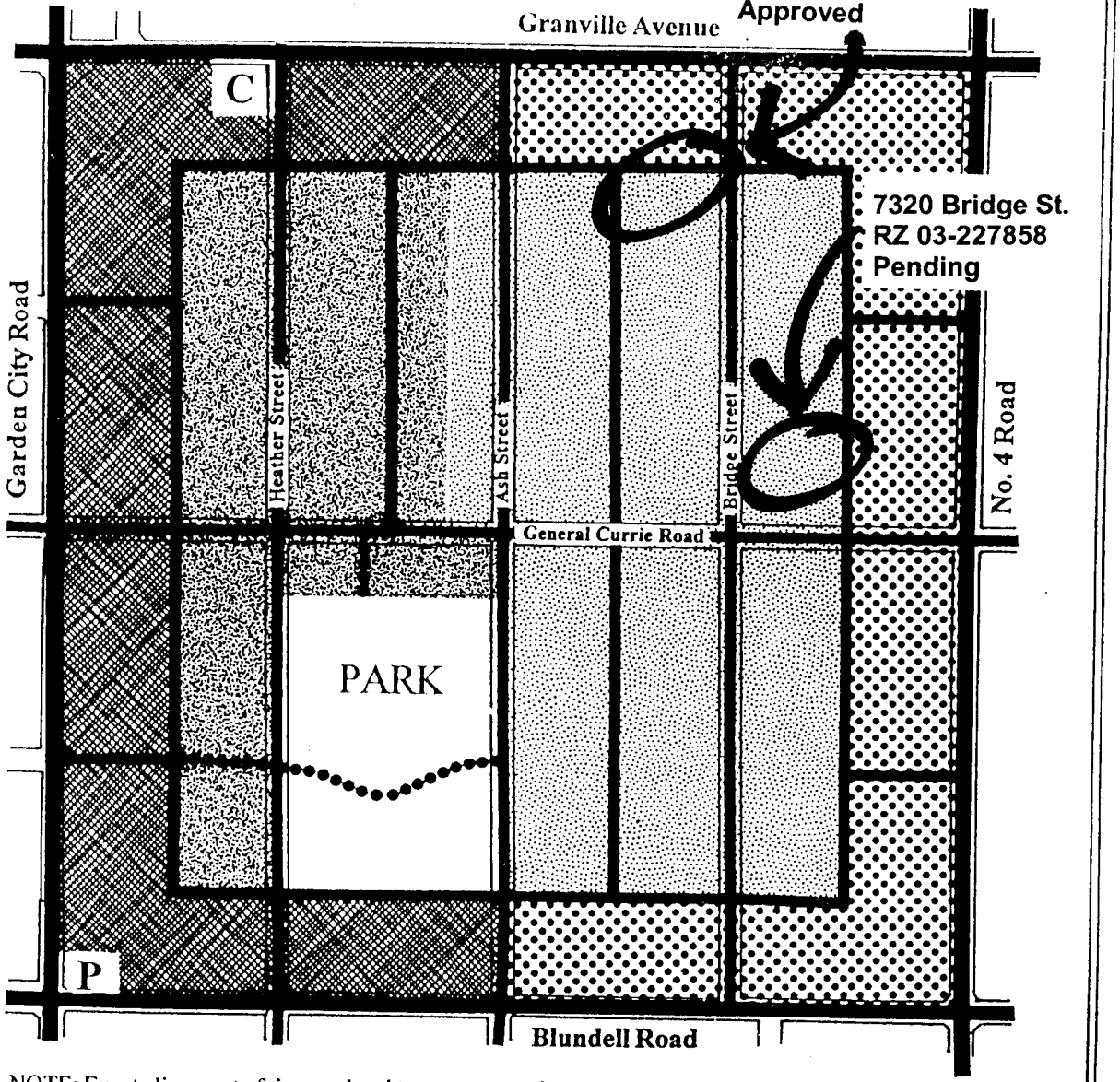



NOTE: Exact alignment of ring road and two new secondary entry roads from No.4 Rd. subject to development.

# 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, 2½ storeys** typical (3 storeys maximum) Townhouse, Triple, Duplex, Single-Family **0.60 base F.A.R.**
- **Residential, 2½ storeys** typical (3 storeys maximum) Predominantly Triplex, Duplex, Single-Family **0.55 base F.A.R.**
- Single Family, 2½ storeys max. **0.55 base F.A.R.**
- Trail / Walkway
- C Church
- Convenience Store (Along Garden City Rd
- P Neighbourhood Pub

McLennan South Sub-Area Official Community Plan

Original Adoption: March 15, 1999
Last Amended: February 17, 2003

### *A. Single-Family Lot Size Survey – June 2003*

The first of two public information meetings was held in McLennan South on June 11, 2003 to discuss possible single-family lots sizes. Concurrently, a survey was distributed to residents and property owners across the entire McLennan South neighbourhood, asking for comments on four possible lot size options.

Surveys were submitted by 113 people. Of those, 3 were from people who did not reside or own property in McLennan South and 5 made suggestions contrary to the sub-area plan (i.e. multiple-family) and, therefore, are not been considered in the survey results. To be equitable, the findings of the survey are reported on the basis of property. Where multiple people submitted surveys on behalf of a single property, they are considered to be one submission. The applicable surveys represent 84 properties with most of those properties fronting onto Bridge and Ash Streets.

*Final Survey Results*

| ***Lot Size Options for McLennan South's Designated Single-Family Area*** | ***% of Properties*** |
|---|---|
| 1 – "Large Lots Throughout"<br>• R1/E lots with18 m (59 ft.) wide frontages throughout | 37% |
| 2 – "Large & Medium Lots"<br>• R1/B lots with 12 m (39 ft.) wide frontages along Sills & Keefer<br>• R1/E lots with 18 m (59 ft.) wide frontages elsewhere | 19% |
| 3 – "Large, Medium & Small Lots"<br>• R1/A lots with 9 m (29.5 ft.) wide frontages along new north-south streets<br>• R1/B lots with 12 m (39 ft.) wide frontages along Sills & Keefer<br>• R1/E lots with 18 m (59 ft.) wide frontages along Ash & Bridge | 25% |
| 4 – "Small Lots Throughout"<br>• R1/A lots with 9 m (29.5 ft.) wide frontages throughout | 13% |
| 2 & 3 – Either option acceptable | 1% |
| 3 & 4 – Either option acceptable | 5% |
| *TOTAL* | *100%* |

In addition to considering the survey results as noted above, it is interesting to consider them in terms of the features each option offers. Notably, of the respondent properties:

- 87% voted in favour of Options 1, 2, and 3, all of which provide for lots with large frontages (e.g. 18 m/59 ft. or more) along Bridge and Ash Streets; and
- 63% voted in favour of Options 2, 3, and 4, all of which provide for smaller lots (e.g. with frontages of 12 m/39 ft. and/or 9 m/29.5 ft.) somewhere in the single-family area.

*Conclusion*

The survey findings were inconclusive, but are useful in that they indicate a preference for:

- Option 1 (large lots throughout) and, to a lesser degree, Option 3 (large/medium/small lots);
- Large lots along Bridge and Ash (which is consistent with Options 1 and 3); and
- At least some smaller lots (such as in the case of Option 3).

# Lot Size Options

## Option 1 *Large Lots (R1/E) Throughout*

*Following are four subdivision options for McLennan South's single-family area.*

*As noted earlier, most properties will need to be rezoned from R1/F to a smaller lot size in order to subdivide.*

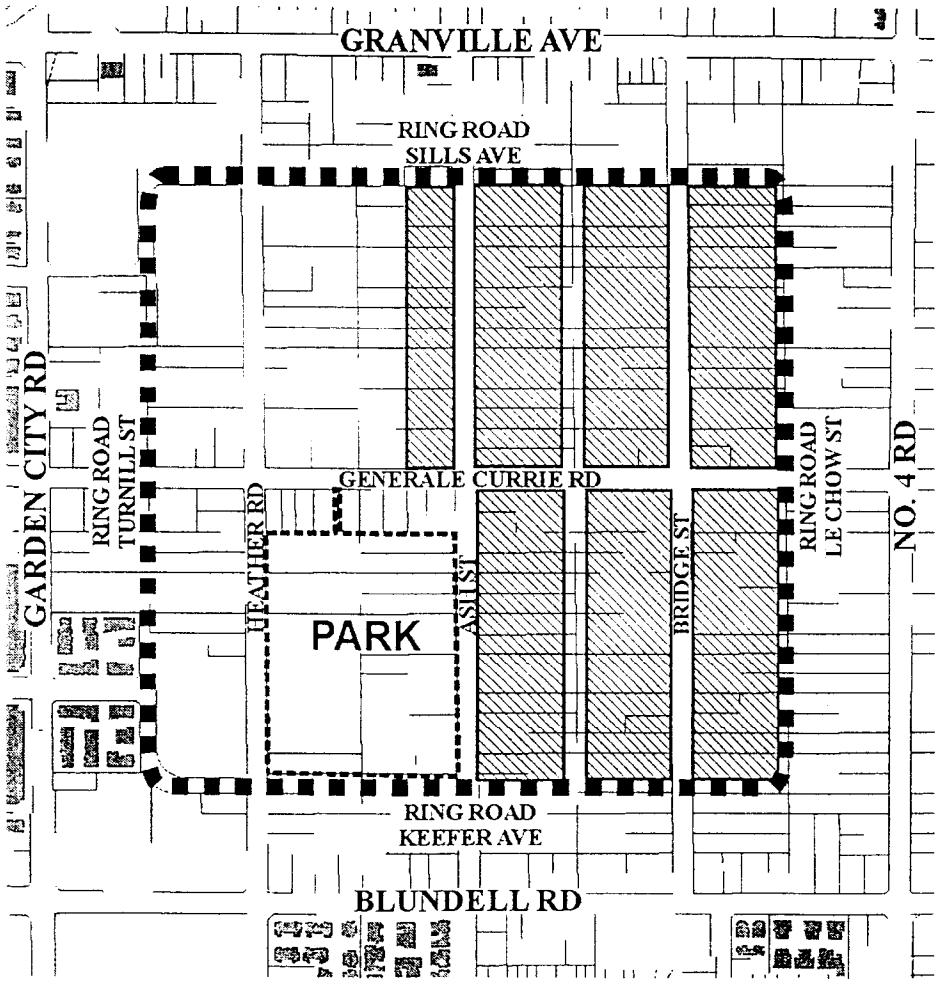
*Under Option 1, rezoning is proposed to:*

- *R1/E, which requires a minimum width of 18 m (59 ft.), depth of 24 m (79 ft.), and area of 550 m² (5,900 ft²).*

*R1/E is Richmond's largest lot size intended for properties served by sanitary sewer, and is the largest one that will permit the subdivision of a "typical lot" fronting Bridge or Ash.*

- A "typical lot" could subdivide off its "backlands" to create 2 lots roughly 790 m² (8,500 ft²) in size with houses of 430 m² (4,600 ft²).

- Along Sills and Keefer, subdivision would require 2 "typical lots" to be assembled first and then cut into 4 new lots fronting the new road, each measuring roughly 20 m (67 ft.) wide and 580 m² (6,200 ft²) in area, with houses of 320 m² (3,400 ft²).




R1/E

### *Implications:*

*Use of R1/E throughout the area would help preserve its image of large homes and lots. However, it provides no incentive to property owners along the proposed alignments of Sills and Keefer to take on the extra costs of developing there, which could hamper the establishment of these roads and the ability of neighbours to access their backlands.*

# Option 2 *Large Lots (R1/E), Except Along Sills/Keefer (R1/B)*

***Under Option 2, rezoning is proposed to:***

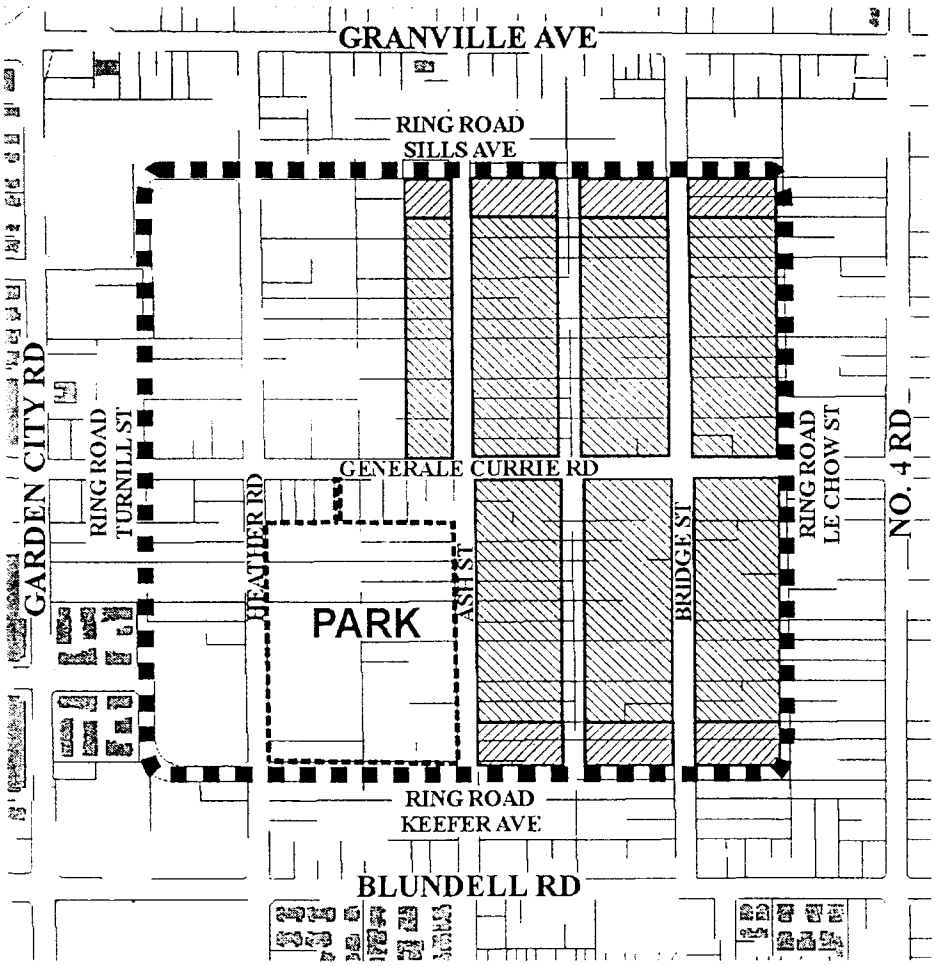
- *R1/E, which requires a minimum width of 18 m (59 ft.), depth of 24 m (79 ft.), and area of 550 $m^2$ (5,900 $ft^2$).*

*R1/E is Richmond's largest lot size intended for properties served by sanitary sewer, and is the largest one that will permit the subdivision of a "typical lot" fronting Bridge or Ash.*

- *R1/B, which requires a minimum width of 12 m (39 ft.), depth of 24 m (79 ft.), and area of 360 $m^2$ (3,900 $ft^2$).*

- A "typical lot" could subdivide off its "backlands" to create 2 lots roughly 790 $m^2$ (8,500 $ft^2$) in size with houses of 435 $m^2$ (4,700 $ft^2$).

- Along Sills and Keefer, subdivision would require that 2 "typical lots" be assembled first and then cut into 6 new lots fronting the new road, each measuring roughly 13 m (43 ft.) wide and 390 $m^2$ (4,200 $ft^2$) in area, with houses of 220 $m^2$ (2,300 $ft^2$).




## *Implications:*

*Use of R1/E would help preserve the image of large homes and lots along Bridge and Ash; while the smaller lots permitted under R1/B could provide an incentive for development of and along Sills and Keefer (thus, facilitating necessary access to adjacent backlands).*

***The pending application at 7131 Bridge Street (RZ 02-218186) is for rezoning to R1/B and is consistent with this option.***

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# Option 3 *Varied Lot Sizes (R1/E, R1/B & R1/A)*

***Under Option 3, rezoning is proposed to:***

- ***R1/E**, which requires a minimum width of 18 m (59 ft.), depth of 24 m (79 ft.), and area of 550 $m^2$ (5,900 $ft^2$).*

*R1/E is Richmond's largest lot size intended for properties served by sanitary sewer, and is the largest one that will permit the subdivision of a "typical lot" fronting Bridge or Ash Street*

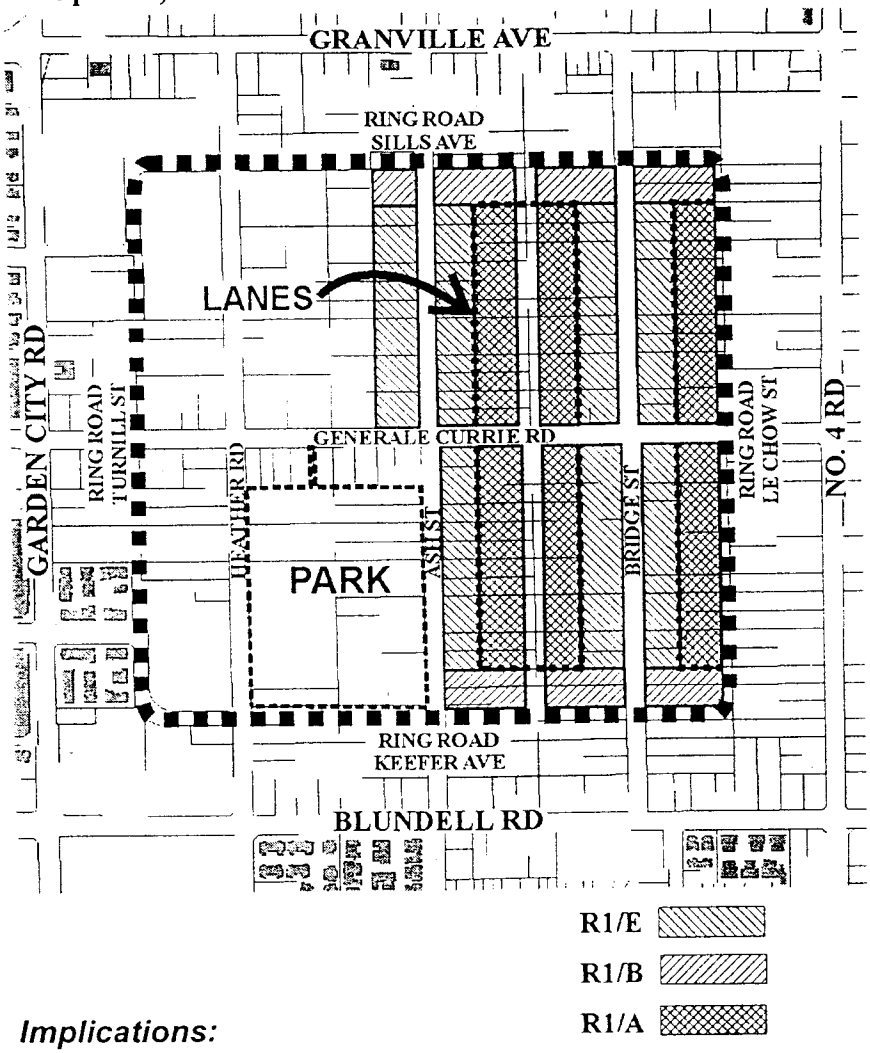
- ***R1/B**, which requires a minimum width of 12 m (39 ft.), depth of 24 m (79 ft.), and area of 360 $m^2$ (3,900 $ft^2$).*

- ***R1/A**, which is Richmond's smallest standard lot size and requires a width of only 9 m (30 ft.), a depth of 24 m (79 ft.), and an area of 270 m2 (2,900 ft2).*

*R1/A lots typically require parking access to be via rear lanes.*

- A "typical lot" could subdivide to create 3 lots with one R1/E lot fronting the existing street (as in **Options 1 & 2**) and two R1/A lots fronting the new road in the rear (as in **Option 4**), with parking access to new homes via a rear lane.

- Along Sills and Keefer, subdivision would require that 2 "typical lots" be assembled first and then cut into 6 new lots fronting the new road (as in **Option 2**).




## *Implications:*

*Use of R1/E would help preserve the image of large homes and lots along Bridge and Ash, while small R1/A lots along the new north-south roads could make subdivision more cost effective. Use of R1/B along Sills and Keefer could provide an attractive transition between the other two lot sizes, but does not provide a clear incentive for development of these important roads. Furthermore, the need to establish rear lanes for the R1/A lots will make the implementation of this option more challenging than options that do not require lanes.*



***The pending application at 7131 Bridge Street (RZ 02-218186) is for rezoning to R1/B and is consistent with this option.***

# Option 4 *Small Lots (R1/A) Throughout*

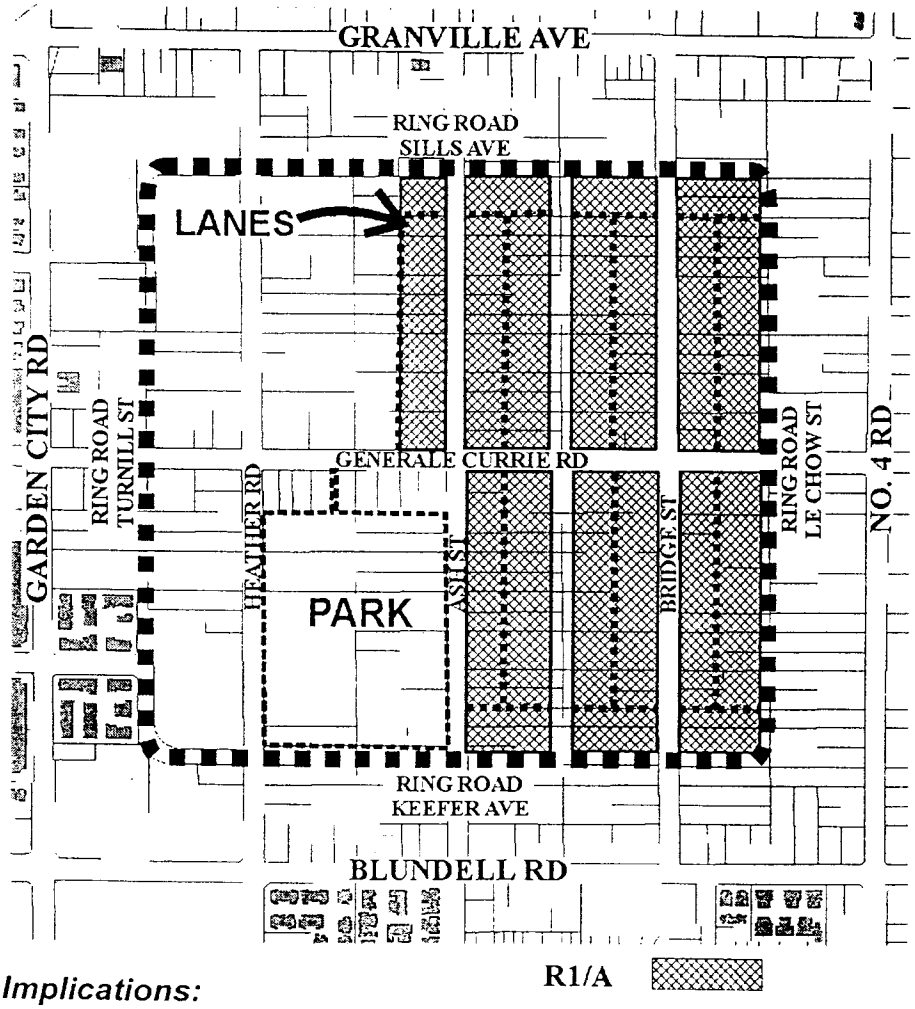
***Under Option 4, rezoning is proposed to:***

- ***R1/A**, which is Richmond's <u>smallest</u> standard lot size and requires a width of only 9 m (30 ft.), a depth of 24 m (79 ft.), <u>and</u> an area of 270 m2 (2,900 ft2).*

*R1/A lots typically require parking access to be via rear lanes.*

- A "typical lot" could subdivide to create <u>4</u> lots roughly 9.6 m (31 ft.) wide and 390 $m^2$ (4,200 $ft^2$) in area, with houses of 215 $m^2$ (2,300 $ft^2$) and parking access via a rear lane.

- Along Sills and Keefer, subdivision would require 2 "typical lots" to be assembled first and then cut into <u>7</u> new lots fronting the new road, each measuring roughly 11.5 m (38 ft.) wide and 280 $m^2$ (3,000 $ft^2$) in area, with houses of 155 $m^2$ (1,650 $ft^2$) and parking via a rear lane.




## *Implications:*

*Under this option, development along Sills and Keefer would be faced with both higher road costs and less new lots per existing typical lot (e.g. 3½ per lot along Sills and Keefer versus 4 per lot elsewhere). This option also introduces the possibility that small lots and homes may be interspersed with large lots and homes along the area's existing streets, which raises a question of character "fit". And, as with Option 3, the need to establish rear lanes will make the implementation of this option more challenging than those that do not require them.*

*Staff concerns arising out of these findings were that:*

- It was not clear that one of the four options, as they had been proposed, would meet the neighbourhood's needs; and
- Neither of the preferred options (e.g. Options 1 and 3) addressed the issue raised by some community members in the context of the rezoning application at 7131 Bridge Street (RZ 02-218186) regarding development/cost inequities and possible impacts facing property owners along the intended alignments of Sills and Keefer Avenues.

### *B. Public Information Meeting Findings – July 23, 2003*

In light of the survey findings and staff concerns coming out of those findings, a second public information meeting was organized. Staff devised two modified options, for consideration by the community, aimed at respecting the community's preferences while providing greater development incentive along the alignments of Sills, Keefer, and General Currie (in the belief that without such incentives, establishment of these roads may be impeded, and the backland access necessary to the area's subdivision may be unattainable).

The modified options proposed by staff maintained large lots along Bridge and Ash, while introducing smaller lots or "flex houses" (e.g. single-family homes that can be legally converted to duplexes) along Sills, Keefer, and General Currie. In a show of hands, the people attending the meeting rejected both modified options.

Over the course of the evening, a variety of alternative approaches were volunteered by attendees and their relative merit was debated in earnest. Notable among this was:

- A proposal for R1/B (e.g. 12 m/39 ft. frontages) throughout, which attracted a great deal of attention and interest; and
- A general lack of support for lanes and higher levels of development (i.e. smaller lots, flex houses, etc.) along Sills, Keefer, and General Currie.

*Written Submissions*

38 written comment cards were submitted by attendees at the close of the meeting. Of these, half indicated support for R1/B throughout. The other 19 submissions were varied and suggested everything from not permitting subdivision at all to small lots.

*Conclusion*

The meeting was inconclusive, but suggested:

- Significant interest in R1/ B (e.g. 12 m/39 ft. frontages) throughout; and
- An apparent lack of support for lanes and development incentives along Sills, Keefer, and General Currie.

*Staff concerns arising out of these findings were that:*

- Prior to proposing an option without development incentives along Sills, Keefer, and General Currie, it must be confirmed that such an approach could be effectively implemented (e.g. that developers would be willing and able to absorb the cost of these roads).

### *C. Development Industry Input*

On September 10, 2003, staff met with four members of the development industry familiar with residential development in Richmond and McLennan South. The purpose of this meeting was to seek advice on the establishment of new roads and lanes and lot-size marketability.

*Summary Comments*

***Lot Size:***

- Small R1/A lots (e.g. 9 m/29.5 ft. frontages) were generally disliked because they:
  i. Require rear lanes, which entails high land and construction costs;
  ii. Lack adequate on-site open space; and
  iii. At a density of 0.55 floor area ratio (FAR), result in units as small as 148.5 $m^2$ (1,598.5 $ft^2$), which is the same size as a townhouse and smaller than what the market prefers.
- R1/B lots (e.g. 12 m/39 ft. frontages) were generally preferred because they:
  i. Are small enough to be in line with current market trends, but not too small;
  ii. Are wide enough to allow for landscaping of the front yard even with a driveway from the street; and
  iii. Do not require lanes, which reduces costs and increases private backyard space.
- Lots larger than R1/B (e.g. 12 m/39 ft. frontages) were generally considered too large in today's market, especially in light of the proximity of McLennan South to Richmond's downtown core.
- A mix of lots with large R1/E lots (e.g. 18 m/59 ft. frontages) along the area's existing streets and smaller ones in the backlands was considered to be less attractive than a consistent lot size throughout because it:
  i. Would reduce the size of the single-family area attractive in today's market and, thus, developers;
  ii. Could result in an uncomfortable juxtaposition of new streets with new, smaller homes and existing streets with older, larger homes; and
  iii. Could fuel speculation and encourage investors to hold the larger lots in anticipation that it may be possible to subdivide them in the future, which can result in properties getting "run down" if those investors do not provide a high level of maintenance.

***Implementation:***

- In light of the challenges inherent in McLennan South's single-family area (e.g. road costs, access, etc.), it was expected that:
  i. Development in this area will most likely be undertaken by developers who will consolidate multiple backland parcels prior to rezoning and building, not individual property owners; and
  ii. Given this, it is unnecessary to provide any special development incentives along Sills, Keefer, and General Currie as the cost of these roads will be spread over a larger number of lots, not just the lots immediately adjacent to these streets. In fact, it was suggested that the properties along these road alignments have the advantage of ready access to their backlands and those of their neighbours, which will make them key to any assemblies and far out-weigh the disadvantages of road development.

***Roads & Lanes:***

- There was strong desire to avoid the need (and expense) of lanes in McLennan South's single-family area where their sole purpose would be to provide for an attractive, pedestrian-friendly streetscape, which it was felt could be accomplished more easily and affordably by developing lots larger than R1/A (e.g. the only lot size that typically requires lanes).
- There was a desire for flexibility, where possible, in the alignment of new roads to:
  i. Reduce the amount of road required;
  ii. Reduce road costs (e.g. through narrower roads and other modifications); and
  iii. Make land assembly more affordable by providing alternative routes by which to access available backlands (e.g. rather than forcing development to progress linearly from the ends of blocks towards the middle).

*Conclusion*

The key findings arising out of this consultation appear to be:

- ***Lot Size:*** A strong preference for R1/ B (e.g. 12 m/39 ft. frontages) sized lots throughout.
- ***Implementation:*** The opinion that development incentives (i.e. smaller lots) along Sills, Keefer, and General Currie are unnecessary.
- ***Roads & Lanes:***
  i. A strong dislike for lanes.
  ii. A strong desire for some flexibility in the alignment of new roads in order that their implementation may be practical and affordable.

*Staff observations arising out of these findings were that:*

- R1/ B (e.g. 12 m/39 ft. frontages) throughout and a lack of lanes and development incentives along Sills, Keefer, and General Currie are consistent with information arising through the second public information meeting held on July 23, 2003.

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, 2½ storeys Typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.
Residential, 2½ storeys Typical (3 storeys maximum), Predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.
Residential, Historic Single-Family, 2 ½ storeys max., 0.55 base FAR, 12 m (39.4 ft.) min. lot frontage along all roads, 360 m² (3,875.1 ft²) min. lot area
Trail/Walkway
C Church
P Neighbhourhood Pub
McLennan South
100 m Approx.
80 m Approx.
NO. 4 RD
BRIDGE ST
GRANVILLE AVE
GENERAL CURRIE RD
BLUNDELL RD
ASH ST
PARK
HEATHER ST
C
SILLS AVE
TURNILL ST
KERFER AVE
JONES RD
GARDEN CITY RD
P

UD.11.9602

**ATTACHMENT 4**

## Unclear Direction Regarding the Flexibility of New Road Alignments

***Issue:***

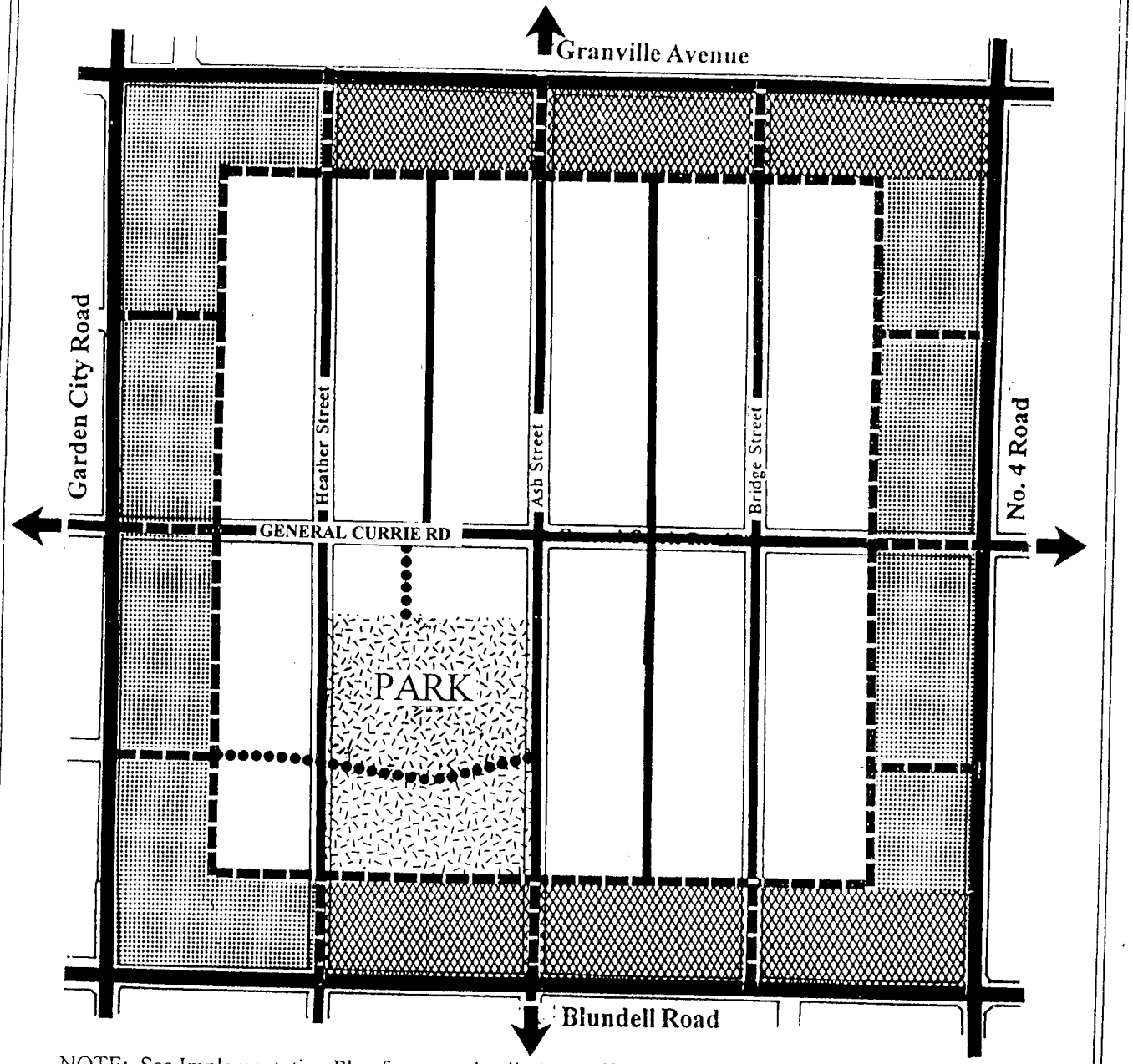
There is confusion around the conditions, if any, under which the locations of the new roads set out in the sub-area plan can or should be varied.

***Discussion:***

The plan directs that a number of new roads be established in the single-family area to facilitate the subdivision of backlands, limit the dependence of new residents on existing roads, create pedestrian-scaled blocks, and enhance access to the future park, etc. (**Attachment 5**) 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 unlivable 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.
- 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 backland access, retain trees, etc.).
- Amend the sub-area plan such that vehicle access to Sills and Keefer, west 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).




NOTE: See Implementation Plan for more details (eg traffic calming measures).

## Attachment 3

## Circulation Concept

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

**McLennan South Sub-Area** *Official Community Plan*

ATTACHMENT 5

UD.11.9602



Original Adoption: March 15, 1999

October 20, 2003

**ATTACHMENT 6**

## Multi-Family Pressure on the Single-Family Area's North & South Boundaries

***Issue:***

Residents are concerned that the plan does not protect the single-family area from being "squeezed" by developers seeking to maximize the size of the multiple-family areas to its north and south, which could impair its livability and viability and the range of housing choices available in the neighbourhood.

***Discussion:***

The plan stipulates that the single-family area's north and south boundaries should follow Sills and Keefer Avenues (**Attachment 1**), but the alignments of these roads are not fixed as that could impede their establishment. The boundaries of the single-family area could, on the other hand, be fixed independently of Sills and Keefer, which would reduce developer/land speculation while allowing road locations to remain somewhat flexible.

***Recommendation:***

Amend the sub-area plan "Land Use" map such that the north and south boundaries of the single-family area are set independently of Sills and Keefer Avenues, at approximately 100 m (328 ft.) and 80 m (262 ft.) off Granville Avenue and Blundell Road respectively (e.g. generally in alignment with the portions of Sills and Keefer that have been constructed west of Heather and, in the case of Sills, have been approved between Ash and Bridge). (**Attachment 3**)

**ATTACHMENT 7**

## Single-Family Lot Size

***Issue:***

The McLennan South Sub-Area Plan encourages two apparently contradictory objectives in its designated single-family area. On the one hand, it encourages a "country-estate" character, which suggests large homes on large lots (e.g. which one could interpret as being similar to what exists today), while on the other, it promotes subdivision and the establishment of rear lanes, the latter of which are typically reserved for Richmond's smallest lots (e.g. R1/A lots with 9 m/29.5 ft. frontages). This inconsistency in the plan is mirrored in the confusion and lack of a clear consensus among the neighbourhood's residents/owners as to how their area should develop.

***Discussion:***

Findings of the lot size study's public process indicate that:

a) Small-sized "R1/A" lots (e.g. 9 m/29.5 ft. minimum frontage) are:
   - Undesirable due in large part to the high cost and difficulty of implementing lanes and the small amount of on-site open space typical of this lot size.

b) Medium-sized "R1/B" lots (e.g. 12 m/39 ft. minimum frontage) are:
   - Consistent with survey results indicating a preference (e.g. 63%) for smaller lots;
   - Consistent with community support for smaller lots that do not require rear lanes;
   - Preferred by the local development industry; and
   - Consistent with housing trends favouring smaller lots.

c) Large-sized "R1/E" lots (e.g. 18 m/59 ft. minimum frontage) are:
   - Consistent with survey results indicating a strong preference (e.g. 87%) for large lots along Bridge and Ash Streets; ***BUT***
   - Inconsistent with local developer preferences; and
   - Inconsistent with well recognized housing trends, both locally and beyond, which favour smaller lots, especially in a high-amenity, urban location such as Richmond's City Centre.

d) No special development incentives, such as smaller lot sizes, should be provided along Sills, Keefer, or General Currie (e.g. nothing beyond the Development Cost Charge credits currently available along Sills and Keefer).

*Conclusion*

In refining the possible lot size options for consideration in McLennan South, it appears to be desirable to abandon any approach involving small, "R1/A-type" lots (e.g. 9 m/29.5 ft. minimum frontage) and development incentives along Sills, Keefer, and General Currie. It also appears that medium-sized "R1/B-type" lots (e.g. 12 m/39 ft. minimum frontage) would be the best way to satisfy the demand for smaller lots while avoiding the need for rear lanes.

The provision of large, "R1/E-type" lots (e.g. 18 m/59 ft. minimum frontage) along Bridge and Ash Streets, though consistent with the wishes of the neighbourhood, raises some concern as this is inconsistent with recognized housing trends and the densification of Richmond's City Centre. In addition, staff are concerned that large lots could attract speculators intent on holding them for possible future subdivision. In situations such as this, neighbourhoods often have a high percentage of non-resident owners and homes can become more run-down. This would be contrary to the intent of residents who hope that the retention of large lots along Bridge and Ash Street will enhance property values and the quality of the neighbourhhod.

***Lot Size Options:***

Based on the discussion above, following are two lot size options for consideration, together with a brief summary of their "pros" and "cons".

- ***Option A:*** *Large-sized "R1/E-type" lots (e.g. 18 m/59 ft. minimum frontage) along Bridge and Ash Streets, with medium-sized "R1/B-type" lots (e.g. 12 m/39 ft. minimum frontage) elsewhere*

  ***Pro:*** *a)* Consistent with the area's strong support for large lots along Bridge and Ash Streets.
  *b)* Somewhat consistent with development industry support for medium-sized "R1/B-type" lots.
  *c)* Consistent with community support for medium-sized "R1/B-type" lots.
  *d)* Somewhat increases subdivision opportunities, as per the intent of the sub-area plan.

  ***Con:*** *a)* Large-sized "R1/E-type" lots are inconsistent with housing trends.
  *b)* Large-sized "R1/E-type" lots may attract speculators who could hold properties along Bridge and Ash Streets in hope of future smaller-lot subdivision opportunities, which could lead to a downturn in the area's existing housing stock, rather than maintaining or enhancing it.

- ***Option B:*** *Medium-sized "R1/B-type" lots (e.g. 12 m/39 ft. minimum frontage) throughout*

  ***Pro:*** *a)* Consistent with development industry support for medium-sized "R1/B-type" lots.
  *b)* Consistent with community support for medium-sized "R1/B-type" lots.
  *c)* Consistent with current and anticipated long-term trends towards smaller lots and homes in high-amenity, urban areas like Richmond's City Centre.
  *d)* One lot-size standard for the entire area provides clarity for residents/owners and simplifies administration/implementation.
  *e)* Increases subdivision opportunities, as per the intent of the sub-area plan.

  ***Con:*** *a)* Inconsistent with the area's strong support for large lots along Bridge and Ash Streets.

*Analysis of Lot Size Options*

Both options have strong factors in their support and are equally implementable from an administrative perspective, which could prove to make either a practical development strategy for McLennan South's single-family area. As noted in the discussion section above, however, large, "R1/E-type" lots, like those proposed in ***"Option A"***, raise concern regarding their appropriateness in today's market and the negative impact this could have on the area.

In addition, medium-sized "R1/B-type" lots (e.g. 12 m/39 ft. minimum frontage), as proposed in ***"Option B"***, would not only satisfy community demand for smaller lots, but would:

a) Allow for the retention of existing larger homes on larger lots along Bridge and Ash Streets, as:

- The lot size stipulated is only a minimum, not a maximum; and
- Property owners could, if they so wished, maintain their large frontages on Bridge and Ash Streets while subdividing their backlands to a smaller lot size.

b) Facilitate a gradual transition from large lots to medium lots along Bridge and Ash Streets as two typical 19.2 m (70 ft.) -wide lots would have to be assembled before narrower 12 m (39 ft.) -wide, "R1/B-type" lots could be created (e.g. three 12.8 m/42 ft.-wide lots could be created facing the existing street, plus three more facing a new street in the rear).

c) Blend well with area's existing larger lot frontages as, with the parking to the rear of the house (as directed by the sub-area plan), the landscaped/treed portion of their front yards will be comparable to that of larger lots that have parking in a portion of their front yards.

d) Blend well with the area's existing large homes as the homes on medium-sized "R1/B-type" lots can be expected to range from 198 $m^2$ (2,131 $ft^2$) to 289 $m^2$ (3,111 $ft^2$) in size. This is based on Richmond's standard single-family density of 0.55 floor area ratio (FAR) applied to a range of lot sizes from 360 $m^2$/3,875 $ft^2$ (e.g. the minimum lot area permitted under R1/B) to 531 $m^2$/ 5,716 $ft^2$ (e.g. the lot size that would result from splitting two existing typical lots into six equal-sized lots, less the amount of land required for a new backland road).

***Option Summary:***
Council has the option to:

- Select *"**Option A**"* and amend the sub-area plan accordingly;
- Select *"**Option B**"* and amend the sub-area plan accordingly; or
- Refer the policy back to staff for further investigation.

***Recommendation:***
❖ In light of the public input, discussion, and analysis above, staff recommend:

*"**Option B:** Medium-sized "R1/B-type" lots (e.g. 12 m/39 ft. minimum frontage) throughout".*

**ATTACHMENT 8**

## Ensuring Appropriate Single-Family Character & Design Consistency

***Issue:***

The plan encourages a "traditional", single-family character throughout the neighbourhood, but provides little guidance as to how this should be achieved in the single-family area.

***Discussion:***

The form and character of McLennan South's multiple-family developments are guided by Development Permit Guidelines included in the sub-area plan, but no such guidelines exist for the single-family area. This is consistent with most single-family areas in Richmond, which are typically governed only by the City's standard Single-Family Housing District (R1) zoning and, in some cases, covenants stipulating driveway locations, etc. Guidelines, in the form of "Building Schemes", can be put in place to guide various aspects of single-family development (i.e. materials, landscaping, massing, etc.); however, this approach could be very labour intensive for the City to administer in McLennan South's single-family area and it is not clear that such an approach is necessary or would be effective.

***Recommendations:***

a) *Zoning:* Draft a Comprehensive Development District (CD) zone for use throughout McLennan South's single-family area that is based on Richmond's Single-Family Housing District (R1), but incorporates special features encouraged by the sub-area plan, such as large, landscaped front yards along all street frontages and hiding parking behind houses. (**Attachment 9**)

b) *Covenants:* Use covenants to ensure that where new lots have driveways onto streets (e.g. rather than rear lanes), each pair of such lots shall share one driveway where it crosses the sidewalk in order to limit sidewalk/boulevard/street tree interruptions.

c) *Design Guidelines:* Test "Building Schemes" on the area's two pending rezoning applications and perhaps others, to determine their effectiveness and the desirability of their broader use in McLennan South. (Staff will assess the success of this approach and advise Council regarding the necessity to legally amend the sub-area plan accordingly.)

**ATTACHMENT 9**

**Proposed Comprehensive Development District (CD) Zone for Use in McLennan South's Single-Family Area**

The following draft bylaw is equally applicable to "*Option A: Large-sized R1/E-type lots along Bridge and Ash Streets, with medium-sized R1/B-type lots elsewhere*" and "*Option B: Medium-sized R1/B-type lots throughout*" with the exception of the clauses noted as being ***"Applicable Only to Option A"***, which address that option's greater lot size and frontage requirements along Bridge and Ash Streets.

The use of a Comprehensive Development District (CD) zone for single-family development in McLennan South, rather than Richmond's standard "Single-Family Housing District (R1)" zone, is attractive because it provides greater clarity by:

- Better reflecting the policies contained within the sub-area plan (i.e. broad yards along public roads, parking setbacks, tree planting in yards, etc.);
- Allowing for a single zone to be used throughout the entire area (e.g. regardless of whether it is determined that lot frontages and areas should vary on some streets);
- Reducing the need for covenants (e.g. parking setbacks would otherwise require a covenant); and
- Simplifying the possible role of design guidelines if it is determined that they should be applied in this area (e.g. "Building Schemes").

The following table provides a brief comparison of the proposed CD zone and R1.

| *Item* | *Single Family Housing District (R1)* | *Comprehensive Development District (CD)* |
|---|---|---|
| **Uses** | One-family dwelling & accessory uses (excluding secondary suites) | No change |
| **Density** | 0.55 floor area ratio (FAR) | No change |
| **Lot Coverage** | 45% for buildings | No change |
| **Setbacks** | • Front yard: 6 m (19.7 ft.)<br>• Side yard: 1.2 m (3.9 ft.), but 3 m (9.8 ft.) where a property line abuts a road<br>• Rear yard: 6 m (19.7 ft.), but 1.2 m for accessory buildings | • Front yard: No change<br>• Side yard: 1.2 m, but 6 m (19.7 ft.) where a property line abuts a road<br>• Rear yard: 6 m, but 0.6 m (2.0 ft.) for accessory buildings |
| **Heights** | 2 ½ storeys & 9 m (29.5 ft.) | No change |
| **Building Separation** | 1.2 m (3.9 ft.) | No change |
| **Screening & Landscaping** | • Fence height: 1.2 m (3.9 ft.) within 2 m (6.6 ft.) of a road, but 2 m (6.6 ft.) elsewhere<br>• Tree planting: 1 per lot , to be located in the front yard | • Fence height: 1.2 m (3.9 ft.) within 6 m (19.7 ft.) of a road, but 2 m (6.6 ft.) elsewhere<br>• Tree planting: 3 per lot , 1 of which is to be located in the front yard |
| **Lot Size** | • Dealt with separately under Richmond's subdivision bylaw, which requires a different zone (i.e. R1/B, R1/E, etc.) for each lot size. | • Incorporated into the proposed zoning district (e.g. all lots will have the same zone, even if it is determined that lots along Bridge and Ash should be larger). |

***DRAFT***

## COMPREHENSIVE DEVELOPMENT DISTRICT (CD/XXX)

The intent of this zoning district is to accommodate single-family housing in Section 15-4-6.

### XXX.1 PERMITTED USES

**RESIDENTIAL**, limited to **One-Family Dwelling**;
**BOARDING & LODGING**, limited to two persons per **dwelling unit**;
**HOME OCCUPATION**;
**COMMUNITY USE**;
**ACCESSORY USES**, but excluding **secondary suites**.

### XXX.2 PERMITTED DENSITY

.01 Maximum Number of **Dwellings**: One.

.02 Maximum **Floor Area Ratio**:

0.55 applied to a maximum of 464.5 $m^2$ (5,000 $ft^2$) of the lot area, together with 0.30 applied to the balance of the lot area in excess of 464.5 $m^2$ (5,000 $ft^2$); 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 **building** which are open on one or more sides; together with 50 $m^2$ (538.21 $ft^2$) which may be **used** only for **accessory buildings** and 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 $m^2$ (107.64 $ft^2$) **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 $m^2$ (107.64 $ft^2$) in area.

### XXX.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.

### XXX.4 MINIMUM & MAXIMUM SETBACKS FROM PROPERTY LINES

.01 **Front Yard**:

a) Parking pads, garages & carports: 15 m (49.213 ft.);

EXCEPT THAT in the case of a **corner lot**, the minimum shall be 6 m (19.685 ft.).

b) All other **buildings**: 6 m (19.685 ft.)

.02 **Side Property Line**: 1.2 m (3.937 ft.);

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.).

.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, and **accessory buildings** of more than 10 $m^2$ (107.64 $ft^2$) in area may be located within the **rear yard** setback area, but no closer than:

a) 6 m (19.685 ft.) to a property line which abuts a **public road**, or;

b) 0.6 m (1.969 ft.) to any other property line.

There is no property line setback requirement for an **accessory building** that has an area of 10 $m^2$ (107.64 $ft^2$) or less.

**XXX.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**: 5 m (16.404 ft.).

**XXX.6 MINIMUM LOT SIZE**

.01 **Frontage**: 12 m (39.370 ft.),

PROVIDED THAT for a **corner lot**, the minimum shall be 14 m (45.932 ft.).

| | |
|---|---|
| ***Applicable Only to "Option A"*** | EXCEPT THAT where a **lot** shares a common boundary along any **property line** with Bridge Street or Ash Street the minimum length of that common boundary shall be 18 m (50.055 ft.). |

.02 **Width**: 12 m (39.370 ft.)

PROVIDED THAT for a **corner lot**, the minimum shall be 14 m (45.932 ft.).

| | |
|---|---|
| ***Applicable Only to "Option A"*** | EXCEPT THAT where a **lot** shares a common boundary along its **front property line** with Ash Street or Bridge Street, the minimum width of the **lot** shall be 18 m (50.055 ft.). |

.03 **Depth**: 24 m (78.740 ft.)

.04 Area: 360 $m^2$ (3,875.13 $ft^2$)

| | |
|---|---|
| ***Applicable Only to "Option A"*** | EXCEPT THAT 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 $m^2$ (5,920.34 $ft^2$). |

**XXX.7 MINIMUM BUILDING SEPARATION SPACE 1.2** m (3.937 ft.).

## XXX.8 SCREENING & LANDSCAPING

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

.01 **Fence** height shall not exceed:

a) When located within 6 m (19.685 ft.) of a **public road**, 1.2 m (3.937 ft.). In the case of such a **fence**, its height shall be calculated from the higher of:

(i) The point at which the **fence** intersects the ground; or

(ii) The top of any curb abutting the property, or if there is no curb, the crown of the adjacent roadway.

b) When located elsewhere within a required **yard**: 2 m (6.562 ft.).

.02 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.) calliper 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**.

**City of Richmond**

**Bylaw 7611**

# Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 7611

The Council of the City of Richmond, in open meeting assembled, 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 2.0 Goals for the McLennan South Neighbourhood, item 3, second bullet, and replacing it with:

   "- The introduction of lanes and shared driveways to promote a continuous tree-lined streetscape uninterrupted by driveways;"

   1.2 Repealing section 3.1.2 Policies, Family Orientation and Stability, item 2, and replacing it with:

   "2. Encourage families with children to choose to live in McLennan South and enable older residents to age-in-place by providing a mix of housing types attractive to a variety of households (as per the "Land Use" map), including:

   - 3-storey townhouses over parking (to a maximum of 4 storeys as measured from the elevation of the adjacent street) around the perimeter of the western half of the neighbourhood;
   - A mix of 2, 2 ½, and 3 storey townhouses in the inner portion of the western half of the neighbourhood;
   - Mixed clusters of single-family, duplex, and triplex housing around the perimeter of the eastern half of the neighbourhood; and
   - Single-family housing in the inner portion of the eastern half of the neighbourhood, characterized by 6 m (19.7 ft) minimum building setbacks along all public roads and 15 m (49.2 ft.) minimum parking/garage setbacks from all public roads, except at corner lots where parking/garages need only be set back a minimum of 6 m (19.7 ft.).

1.3 Repealing section 3.3.3 Policies, General Improvements to Circulation in McLennan South, item 1, and replacing it with:

"1. 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.

New roads may deviate from the "Circulation Plan" (e.g. without amending the "Circulation Plan" diagram) where the proposed changes:

- Do not result in significant traffic impacts on or compromise access to adjacent properties;
- Do not result in any net increase in the amount of new road envisioned under the "Circulation Concept";
- 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 backland access, retain trees, etc.).

1.4 Repealing section 3.3.3 Policies, Managing the Car, item 5, and replacing it with:

"5. Reduce the impact of the car on the appearance of the streetscape and residential livability by:

- Concealing parking from the street (e.g. locate garages and surface parking behind dwellings, orient garage doors away from the street, etc.);
- Limiting the size and number of driveways (e.g. through the use of shared driveways, lanes, etc.);
- Limiting vehicle access to Sills and Keefer Avenues, west 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, etc.); and

- Limiting vehicle access to multiple-family developments along the east side of Le Chow Street (e.g. the eastern leg of the "ring 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 section 4.7 Neighbourhood C1, 4.7.3 A, Building Scale, item (c), and replacing it with:

"c) When viewed from public roads, detached and duplex dwellings should be more visible than larger, "primary buildings", especially along the "ring road" (e.g. Le Chow Street) where the scale, massing, and character of development along the frontages of multiple-family properties should mimic that typical of new development in the adjacent single-family area.

In addition, features should be incorporated to avoid a repetitive, urban streetscape character, such as large trees and other significant, green, landscape features in combination with variations in building setbacks, roof style and gable orientation, porch size and entry features, building colour, etc.

1.6 Repealing the bullets under section 4.8 Neighbourhood C2, 4.8.3 A, Building Form, and replacing them with:

"a) Housing should typically be grouped in clusters bordered by trees and green landscaping linked to a contiguous open space network and focused around landscaped courtyards.

b) Housing clusters on large sites should typically include three to four buildings, one of which is a larger "primary building" incorporating three units (or more where they are small and the resulting building complements the scale of the cluster). Clusters on small sites may simply include a larger detached dwelling or duplex with a smaller coach house.

c) When viewed from public roads, detached and duplex dwellings should be more visible than larger, "primary buildings", especially along the "ring road" (e.g. Sills and Keefer Avenues) where the scale, massing, and character of development along the frontages of multiple-family properties should mimic that typical of new development in the adjacent single-family area.

In addition, features should be incorporated to avoid a repetitive, urban streetscape character, such as large trees and other significant, green, landscape features in combination with variations in building setbacks, roof style and gable orientation, porch size and entry features, building colour, etc.

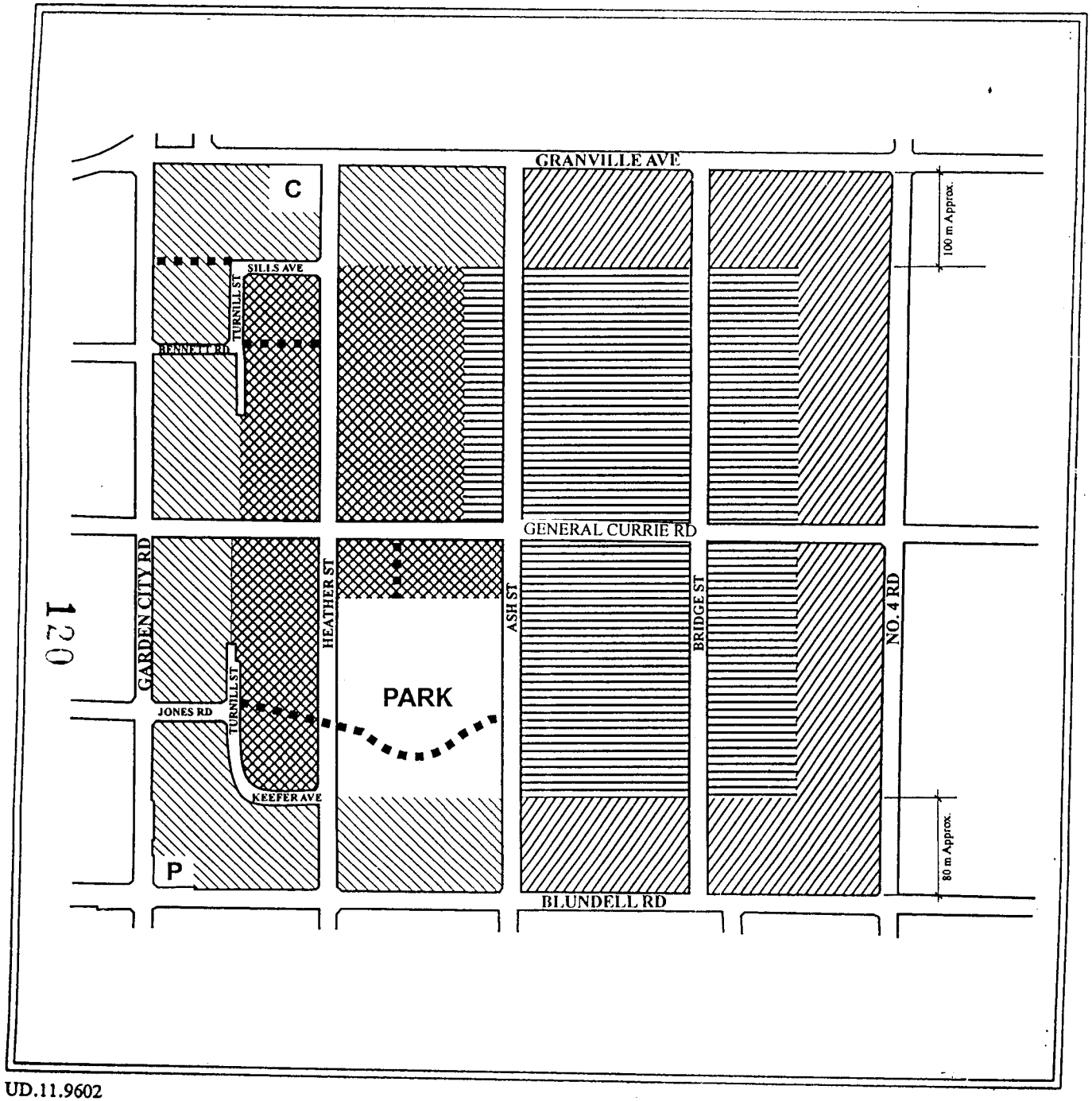
d) Buildings should typically be no more than 2 ½ storeys in height, but may be up to 3 storeys where impacts on adjacent development are negligible and the additional height provides for greater open space/landscape opportunities, a more informal and attractive streetscape, and/or other benefits.

e) Building setbacks along public roads should typically be a minimum of 6 m (19.7 ft.) and, wherever possible, vary to convey an image of informality, provide opportunities to incorporate mature vegetation into new developments, and provide visual interest.

f) Existing single-family homes and small lots may not be "landlocked", and must be provided with rear lane access where they occur along Blundell Road and shared driveways or rear lane access elsewhere.

1.7 Repealing the "Land Use" map on Attachment 1 to Schedule 2.10 D, and replacing it with "Schedule 1 to Bylaw 7611".

1.8 Repealing the "Circulation Concept" map on Attachment 3 to Schedule 2.10D, and replacing it with "Schedule 2 to Bylaw 7611".




# 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, 2½ storeys** Typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family **0.60 base** F.A.R.

**Residential, 2½ storeys** Typical (3 storeys maximum), Predominantly Triplex, Duplex, Single-Family **0.55 base** F.A.R.

**Residential,** Historic Single-Family, **2 ½ storeys max., 0.55 base** FAR, **12 m (39.4 ft.) min. lot frontage along all roads, 360 m² (3,875.1 ft²) min. lot area**

■ ■ ■ Trail/Walkway

**C** Church

**P** Neighbhourhood Pub

McLennan South Sub-Area Offical Community Plan

**"Schedule 1 to Bylaw 7611"**
South McLennan Sub-Area Plan "Land Use" Map

UD.11.9602

**NOTE:** The "Circulation Concept" is intended as a guide. New roads may deviate from the "Circulation Concept" (without an amendment to the concept diagram) as per the criteria in set out in item 1 of Policy 3.3.3 "General Improvements to Circulation".

UD.11.9602

City of Richmond

**Bylaw 7612**

# Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 7612

The Council of the City of Richmond, in open meeting assembled, 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 2.0 Goals for the McLennan South Neighbourhood, item 3, second bullet, and replacing it with:

"- The introduction of lanes and shared driveways to promote a continuous tree-lined streetscape uninterrupted by driveways;"

1.2 Repealing section 3.1.2 Policies, Family Orientation and Stability, item 2, and replacing it with:

"2. Encourage families with children to choose to live in McLennan South and enable older residents to age-in-place by providing a mix of housing types attractive to a variety of households (as per the "Land Use" map), including:

- 3-storey townhouses over parking (to a maximum of 4 storeys as measured from the elevation of the adjacent street) around the perimeter of the western half of the neighbourhood;
- A mix of 2, 2 ½, and 3 storey townhouses in the inner portion of the western half of the neighbourhood;
- Mixed clusters of single-family, duplex, and triplex housing around the perimeter of the eastern half of the neighbourhood; and
- Single-family housing in the inner portion of the eastern half of the neighbourhood, characterized by 6 m (19.7 ft) minimum building setbacks along all public roads and 15 m (49.2 ft.) minimum parking/garage setbacks from all public roads, except at corner lots where parking/garages need only be set back a minimum of 6 m (19.7 ft.)."

1.3 Repealing section 3.3.3 Policies, General Improvements to Circulation in McLennan South, item 1, and replacing it with:

"1. 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.

New roads may deviate from the "Circulation Plan" (e.g. without amending the "Circulation Plan" diagram) where the proposed changes:

- Do not result in significant traffic impacts on or compromise access to adjacent properties;
- Do not result in any net increase in the amount of new road envisioned under the "Circulation Concept";
- 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 backland access, retain trees, etc.)."

1.4 Repealing section 3.3.3 Policies, Managing the Car, item 5, and replacing it with:

"5. Reduce the impact of the car on the appearance of the streetscape and residential livability by:

- Concealing parking from the street (e.g. locate garages and surface parking behind dwellings, orient garage doors away from the street, etc.);
- Limiting the size and number of driveways (e.g. through the use of shared driveways, lanes, etc.);
- Limiting vehicle access to Sills and Keefer Avenues, west 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, etc.); and

- Limiting vehicle access to multiple-family developments along the east side of Le Chow Street (e.g. the eastern leg of the "ring 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 section 4.7 Neighbourhood C1, 4.7.3 A, Building Scale, item (c), and replacing it with:

"c) When viewed from public roads, detached and duplex dwellings should be more visible than larger, "primary buildings", especially along the "ring road" (e.g. Le Chow Street) where the scale, massing, and character of development along the frontages of multiple-family properties should mimic that typical of new development in the adjacent single-family area.

In addition, features should be incorporated to avoid a repetitive, urban streetscape character, such as large trees and other significant, green, landscape features in combination with variations in building setbacks, roof style and gable orientation, porch size and entry features, building colour, etc."

1.6 Repealing the bullets under section 4.8 Neighbourhood C2, 4.8.3 A, Building Form, and replacing them with:

"a) Housing should typically be grouped in clusters bordered by trees and green landscaping linked to a contiguous open space network and focused around landscaped courtyards.

b) Housing clusters on large sites should typically include three to four buildings, one of which is a larger "primary building" incorporating three units (or more where they are small and the resulting building complements the scale of the cluster). Clusters on small sites may simply include a larger detached dwelling or duplex with a smaller coach house.

c) When viewed from public roads, detached and duplex dwellings should be more visible than larger, "primary buildings", especially along the "ring road" (e.g. Sills and Keefer Avenues) where the scale, massing, and character of development along the frontages of multiple-family properties should mimic that typical of new development in the adjacent single-family area.

In addition, features should be incorporated to avoid a repetitive, urban streetscape character, such as large trees and other significant, green, landscape features in combination with variations in building setbacks, roof style and gable orientation, porch size and entry features, building colour, etc.

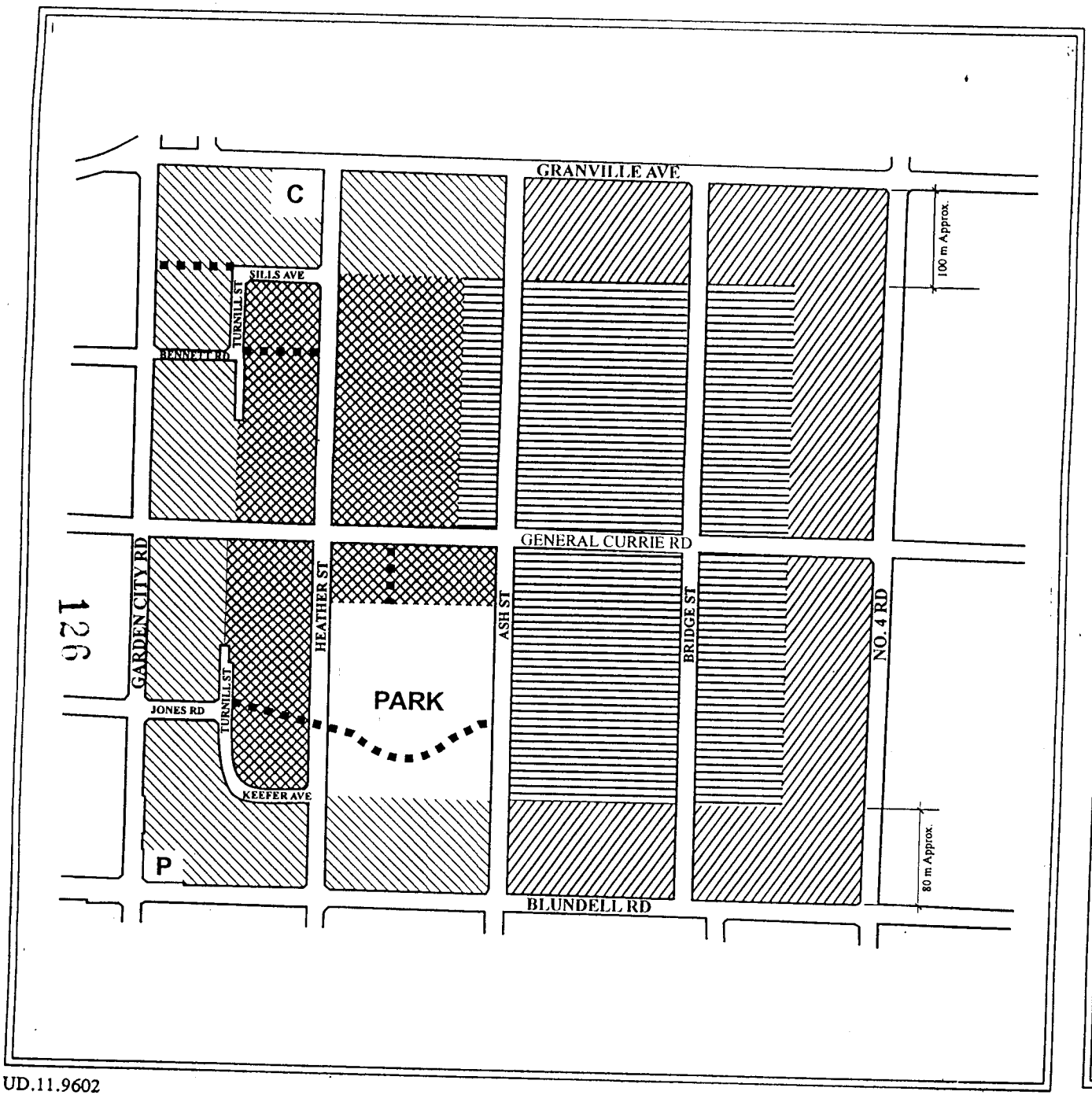
d) Buildings should typically be no more than 2 ½ storeys in height, but may be up to 3 storeys where impacts on adjacent development are negligible and the additional height provides for greater open space/landscape opportunities, a more informal and attractive streetscape, and/or other benefits.

e) Building setbacks along public roads should typically be a minimum of 6 m (19.7 ft.) and, wherever possible, vary to convey an image of informality, provide opportunities to incorporate mature vegetation into new developments, and provide visual interest.

f) Existing single-family homes and small lots may not be "landlocked", and must be provided with rear lane access where they occur along Blundell Road and shared driveways or rear lane access elsewhere."

1.7 Repealing the "Land Use" map on Attachment 1 to Schedule 2.10 D, and replacing it with "Schedule 1 to Bylaw 7612".

1.8 Repealing the "Circulation Concept" map on Attachment 3 to Schedule 2.10D, and replacing it with "Schedule 2 to Bylaw 7612".




# 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, 2½ storeys** Typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family **0.60 base F.A.R.**

**Residential, 2½ storeys** Typical (3 storeys maximum), Predominantly Triplex, Duplex, Single-Family **0.55 base F.A.R.**

**Residential,** Historic Single-Family, 2 ½ storeys max., 0.55 base FAR, 12 m (39.4 ft.) min. lot frontage (except along Bridge & Ash Streets where it shall be 18 m/59.1 ft. min.), 360 $m^2$ (3,875.1 $ft^2$) min. lot area (except for lots that front Bridge & Ash Streets which shall be 550 $m^2$/5,920.3 $ft^2$ min., provided that a corner lot shall be considered to front the shorter of its two road boundaries regardless of the orientation of its dwelling).

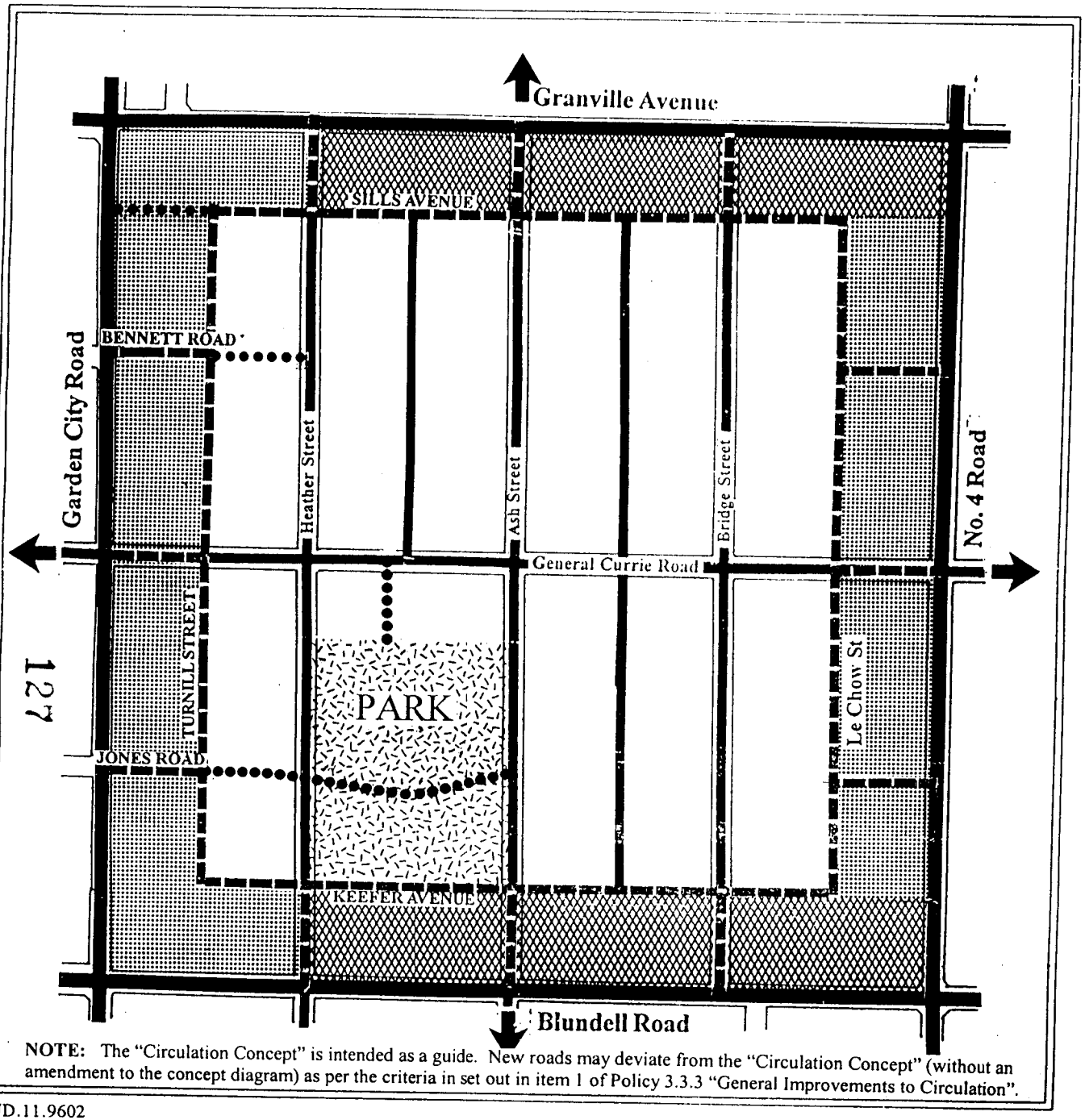
Trail/Walkway

**C** Church

**P** Neighbhourhood Pub


**"Schedule 1 to Bylaw 7612"**
South McLennan Sub-Area Plan "Land Use" Map

UD.11.9602




**NOTE:** The "Circulation Concept" is intended as a guide. New roads may deviate from the "Circulation Concept" (without an amendment to the concept diagram) as per the criteria in set out in item 1 of Policy 3.3.3 "General Improvements to Circulation".

UD.11.9602

# Attachment 3

## Circulation Concept

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

McLennan South Sub-Area

"Schedule 2 to Bylaw 7612"
South McLennan Sub-Area Plan "Circulation Concept" Map

City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

Date 28 Oct 03

Attention: Suzanne Carter-Huffman / Cindy Piper
Policy Planning Department

Re: Bridge, Ash and General Currie Streets Area Redevelopment

(Your Comments.....) I do not want small lots in this area. I am not selling my back lot.

Yours truly,

Name & Address KJC STEWART
7300 BRIDGE ST V6Y2S7

KJC Stewart

Any questions call Brad Eshleman 604-275-2065

October 28, 2003

Susan and Grace Stromberg
7680 Bridge Street
Richmond, B.C.
V6Y 2S7

City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

Attention: Suzanne Carter-Huffman / Cindy Piper
Policy Planning Department

Re: Bridge, Ash and General Currie Streets Area Redevelopment

We strongly oppose any redevelopment plan for the Bridge, Ash and General Currie Streets that will allow for a reduction in lot sizes.

After having read the Official Community Plan four years ago, we purchased our home with the understanding that this neighbourhood would remain large lots in the long term.

We think that our quiet, tree and bird filled neighbourhood is great the way it is; and that it's character will be ruined by a large increase in the number of residents and vehicles that a small lot redevelopment plan would bring. Too many of the well established green spaces and mature trees, (that would take decades to replace) would be sacrificed to make way for roads, driveways and lanes. We are also concerned that the additional roadways and 'ring road' will make our neighbourhood vulnerable to break and enter thefts and other property crime.

Please do not approve a redevelopment plan that allows smaller lot sizes on Bridge, Ash and General Currie Streets.

Yours truly,

Grace and Susan Stromberg
7680 Bridge Street

City of Richmond,
6911 No. 3 Rd.,
Richmond B.C.
V6Y2C1

October 27th 2003

Attention : Suzanne Carter-Huffman / Cindy Piper

Re Bridge, Ash and General Currie Streets Area Re-development

At a meeting held for the area residents in July, a vote was requested on changing the lot sizes on Bridge St. The vote showed a massive rejection of a proposal to make changes. This vote notwithstanding, developers in our area have been saying that it is a fait accompli that the lot sizes are going to be changed at the next Council meeting. I am flabbergasted that the city planners are recommending this change against the wish of a large number of the residents. The Official City Plan left Bridge St with large lots for a good reason – the protection of the area and setting – and it was for this reason that people purchased lots on Bridge and built houses to suit the area.

Before the City Council approves these changes they need to hear from the residents and not let developers bulldoze in their demands.

Derek & Jean James
7420 Bridge St.,
Richmond,
V6Y2S7

604-273-9331

Telephone / Fax No. 604-278-6819
7560 Ash Street, Richmond, B.C. V6Y 2S2
CANADA

FACSIMILE MACHINE COVER SHEET

DATE: October 20/03 PAGE: 1 OF 1

TO: City Planner ( The Manager ) FAX: 604-278-5139

COMPANY: City of Richmond TEL: 604-276-4007

FROM: Fred. J. Collaco ACKNOWLEDGE: Yes, Please.

REFERENCE: October. 20/03 City planner Meeting at 8.00 P.M. On ~~xxxx~~ our Ash Stre

Dear Manager of Rmd City Planner,

With much regretted that we are unable to come to your meeting, but we would like to voice our vote to have our Lot size remain that same as original of 1/2 ( half ) acres Lot .

Thank you for your kind attention.

Yours truly,

Fred / Nancy Collaco

Date: October 21st, 2003

City Planner [The Manager]
Urban Planning Division
City of Richmond
Fax# 604 278 5139

Subject: City Planning Meeting - Item: South Maclellan

Dear Manager,

I am unable to attend your planning meeting but wish to place my vote on record. I strongly vote to keep our area as original with 1/2 acre lots. This I believe is in line with what the majority of area residents have voted for.

Thank you for taking note of the same.

Yours sincerely,

Douglas Nazareth
Owner: 7480 Ash Street
Richmond BC
V6Y 2S1
Ph: 604 279 5491
Fax: 604 279 0181

City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

Via Fax :604-276-4052

October 28, 2003

Attention : Suzanne Carter-Huffman / Cindy Piper
Policy Planning Department

Re : Bridge, Ash and General Currie Streets Area Re-Development

We hereby register our strong opposition to smaller lots being zoned for the entire area. The Residents Survey of 87% in favor of the 59 foot lot width option for Bridge and Ash Street and 57% in favor of the 59 foot lot option for the new North/South roads does not support smaller lots throughout the area.

We understand that Planning is recommending smaller lot zoning throughout this area which is against the neighborhoods wishes per the survey above. I have been told by two developers that it is already done. We know that Council has not voted on this yet therefore are concerned that developers under the impression that smaller lots will be approved will go ahead with land accumulation. This then puts pressure on City Hall to come through with approved smaller lot zoning. We are concerned that the developer at 7320 Bridge Street purchased his property with the view that the rezoning would be happening and this puts pressure on it being approved for smaller lots.

In my letter dated August 1, 2003 (copy attached) I offered to assist the City in addressing this issue. I also thought residents should see what a 39 foot lot subdivision looked like so they could make an informed decision. Residents should have a say.

There is a notion that residents have changed their minds and want 39 foot lots somewhat based on a meeting held in the middle of the summer. I believe only 30 to 40 residents showed up compared to the area survey which had 85 responses. We know that the developer for 7320 Bridge lobbied residents in the area to support his proposal and attend the meeting. We understand that approximately half of the people in the meeting supported 39 foot lots. I do not believe this indicates that the majority of the 87% of residents in favor of 59 foot lots have changed their minds.

Please, lets not forget that it is the residents that live in the area not the developers.

Respectfully
Leanne & Brad Eshleman, 7731 Bridge Street

J.L. Eshleman

City of Richmond
Urban Development Division
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

August 1, 2003

Attention: Suzanne Carter-Huffman
Senior Planner/Urban Design

Dear Suzanne

Re: Development of McLennan South – Single-Family Lot Size

I believe there are two groups present in this area – one that would like to see the area remain with its country character with greenery and large trees with 59 foot lots and another that would like to see it developed to small lots. I think the survey revealed more insight into this than was discussed as follows:

| | |
|---|---|
| Option 1 – 59 foot lots throughout | 36% |
| Option 2 – 59 foot on all north south roads/39 foot along Sill and Keefer | 19% |
| Option 2 or 3 | 2% |
| Total | 57% |

This indicates that 57% of residents favor 59 foot lots or current lot size on Bridge, Ash and new north/south roads. Also in the survey 87% voted to keep the current lot width (59 ft min.) on Bridge and Ash. This says that the most consistent development for the area is 59 foot lots (current lot size) on Bridge, Ash and new north/south roads and at a minimum with an 87% resident vote Bridge and Ash should be zoned to maintain the current lot width.

Given the 30 foot lot option is out due to lane problems this leaves the City with a likely split in the lot size issue. Also quite a number of residents plan on not subdividing their property and will stay with the large lots further causing problems with the 39 foot lot option.

I can see that this presents quite a problem for the City in terms of consensus throughout. Also there is the equity issue of certain property owners paying for access roads and other property owners capitalizing on it and subdividing into smaller lots.

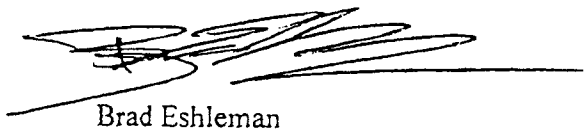
I believe the best option for the City and all involved is the first option that you presented in the last neighborhood meeting. That is 39 foot lots on Sills and Keefer, flex housing on General Currie and 59 foot lots on Bridge, Ash and the new north/south roads. This is likely to gain the most support overall, be the most consistent for the neighborhood, allow equity to be maintained for development costs and still allow development for those who want to subdivide off their back lots.

In talking to Cindy Piper about the results of the meeting I am a little concerned that the people in the meeting did not fully understanding what going to 39 foot lots would look like. Could you tell me where in Richmond there is a 39 foot lot subdivision as I would like to look at it and it seems appropriate to inform the residents of its location also so they can see what this means. Also I believe the smaller lot option would introduce significant inconsistency throughout the neighborhood as some would develop to 39 foot lots, some would not be able to as you need a neighbor's cooperation and some will just not do it. As you need each lot to go in sequence I can see this creating nothing but problems in the future for the neighborhood and the City.

As I have said before I would be willing to assist the City in this process if you feel this would be appropriate or worthwhile.

There are many people in this neighborhood that would like to see a consistent and country type neighborhood developed. I believe this can be achieved and that it is important that development guidelines and approvals are in place so people know what the area is going to look like and how it will be developed so they make their decisions with more certainty.

Yours truly,



Brad Eshleman
7731 Bridge Street
Richmond, B.C.
V6Y 2S6

## Carter, Suzanne

**From:** Huhtala, Kari
**Sent:** October 28, 2003 1:08 PM
**To:** Carter, Suzanne; Fiss, Eric; ChanPiper, Cindy
**Subject:** McLennan South - Lot Size Zoning

For your information. One of you may want to respond to it as well.

Cheers!

**Kari Huhtala, MCIP**
**Senior Planner**
**Policy Planning**
**(T) 604 276-4188 (F) 604 276-4052**
**(E) khuhtala@city.richmond.bc.ca**
**(W) www.city.richmond.bc.ca**

*"Safety...it's everyone's responsibility!"*

-----Original Message-----
**From:** Linda Watson [mailto:twobeagles@shaw.ca]
**Sent:** October 25, 2003 10:10 AM
**To:** Huhtala, Kari
**Subject:** FW: City Centre

---

On review of your website it indicates that comments or questions should be forwarded to you, however please pass this on if it should go to a more appropriate person

There has been a fair bit of discussion lately regarding the lot size zoning for the remaining single family lots in MacLennan South. Most recently the neighbourhood has been "pamphleted" by an irate resident (one presumes an owner but perhaps not) who objects to the possibility of rezoning for 39 foot frontage lots throughout and is campaigning for large lot zoning to "protect the country feel" of the neighbourhood.

I have not responded to this informal survey as I have no belief that contrary opinions will be passed on. In addition, the methodology is so flawed as to make any results meaningless, (not to mention that the survey is on round two as round one was apparently too confusing), were it not for the lingering feeling that this might further delay the Cities deliberations.

I am an owner/occupier in the area, and I love my large "country" lot. If I lived east of number 4 road, and thus had some assurance that the area would not drastically change, I would right now be investing about $30,000.00 in upgrades/repairs to my home, as I am more than happy with the lifestyle. The problem is that I have no such assurance and thus cannot make those repairs, since it is abundantly clear that under most if not all possible scenarios I am sitting on lot value only.

At every meeting held on this issue there are investor owners who understandably want maximum density, a few vocal critics of any development who don't understand why this I sn't still zoned agricultural, and a fair number of owner/occupiers who would be happy to sell off the back half of their lots and get on with it. The vocal critics hold

sway for most of the meeting and seem to be the only voices heard.

I too would be happy to just sell off the back half of my lot, however it is becoming increasingly clear that is not a viable option. The sad fact is that the cost of infrastructure does not support the return on investment that would be required to develop roads and access. There has been a recent flurry of interest in the area by some developers, including one who actually brought me an offer. It appears that my lot may be required as part of a package to provide the access road. While understandably the first offer may not have been the best I can assure you that it did not tempt me in the least. I cannot begin to replace the home I am in for what is being offered, let alone improve our situation, so why should I sell? So I don't sell, the access road doesn't go in, and nothing happens for me or for any of the owners who want access to the "backlands".

If the neighbourhood was in fact a quiet, pastoral, country setting that might be just fine. The reality however is a small, isolated area being surrounded by townhouses. Fewer and fewer owner occupied properties and more absentee landlords even more reluctant than I to invest any money in their properties. Burned out shells and vacant lots gracing the entry to the street. Rusting car hulks in the yards of month to month renters. Hardly a country atmosphere, unless you consider marijuana grow ops to be agriculture.

I would like nothing more than for the uncertainty to go away and for a viable plan to be put in place. This plan however needs to be grounded in the realities of the market and of the neighbourhood. The OCP's stated aim is to encourage density in the City Centre area. Realistically only Bridge and the east side of Ash are involved, as the west side of Ash is either park/school, or at least has the access to the backlot issue solved. Perhaps it is time to realize that the vision of a small community of large lots never was a viable alternative. Certainly 39 foot lots throughout is the only possible chance of retaining single family, however even that will depend on whether the developer/investors "blink" or whether they continue to hold out for multi-family while the neighbourhood continues to deteriorate.

As I noted I would like to submit this in response to the current petition being circulated, and to add my two-bits in to a problem that needs to be solved sooner rather than later.

Regards,

James Watson
7680 Ash Street

City of Richmond

Bylaw 7612

# Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 7612

The Council of the City of Richmond, in open meeting assembled, 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 2.0 Goals for the McLennan South Neighbourhood, item 3, second bullet, and replacing it with:

"- The introduction of lanes and shared driveways to promote a continuous tree-lined streetscape uninterrupted by driveways;"

1.2 Repealing section 3.1.2 Policies, Family Orientation and Stability, item 2, and replacing it with:

"2. Encourage families with children to choose to live in McLennan South and enable older residents to age-in-place by providing a mix of housing types attractive to a variety of households (as per the "Land Use" map), including:

- 3-storey townhouses over parking (to a maximum of 4 storeys as measured from the elevation of the adjacent street) around the perimeter of the western half of the neighbourhood;
- A mix of 2, 2 ½, and 3 storey townhouses in the inner portion of the western half of the neighbourhood;
- Mixed clusters of single-family, duplex, and triplex housing around the perimeter of the eastern half of the neighbourhood; and
- Single-family housing in the inner portion of the eastern half of the neighbourhood, characterized by 6 m (19.7 ft) minimum building setbacks along all public roads and 15 m (49.2 ft.) minimum parking/garage setbacks from all public roads, except at corner lots where parking/garages need only be set back a minimum of 6 m (19.7 ft.)."

1.3 Repealing section 3.3.3 Policies, General Improvements to Circulation in McLennan South, item 1, and replacing it with:

"1. 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.

New roads may deviate from the "Circulation Plan" (e.g. without amending the "Circulation Plan" diagram) where the proposed changes:

- Do not result in significant traffic impacts on or compromise access to adjacent properties;
- Do not result in any net increase in the amount of new road envisioned under the "Circulation Concept";
- 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 backland access, retain trees, etc.)."

1.4 Repealing section 3.3.3 Policies, Managing the Car, item 5, and replacing it with:

"5. Reduce the impact of the car on the appearance of the streetscape and residential livability by:

- Concealing parking from the street (e.g. locate garages and surface parking behind dwellings, orient garage doors away from the street, etc.);
- Limiting the size and number of driveways (e.g. through the use of shared driveways, lanes, etc.);
- Limiting vehicle access to Sills and Keefer Avenues, west 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, etc.); and

- Limiting vehicle access to multiple-family developments along the east side of Le Chow Street (e.g. the eastern leg of the "ring 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 section 4.7 Neighbourhood C1, 4.7.3 A, Building Scale, item (c), and replacing it with:

"c) When viewed from public roads, detached and duplex dwellings should be more visible than larger, "primary buildings", especially along the "ring road" (e.g. Le Chow Street) where the scale, massing, and character of development along the frontages of multiple-family properties should mimic that typical of new development in the adjacent single-family area.

In addition, features should be incorporated to avoid a repetitive, urban streetscape character, such as large trees and other significant, green, landscape features in combination with variations in building setbacks, roof style and gable orientation, porch size and entry features, building colour, etc."

1.6 Repealing the bullets under section 4.8 Neighbourhood C2, 4.8.3 A, Building Form, and replacing them with:

"a) Housing should typically be grouped in clusters bordered by trees and green landscaping linked to a contiguous open space network and focused around landscaped courtyards.

b) Housing clusters on large sites should typically include three to four buildings, one of which is a larger "primary building" incorporating three units (or more where they are small and the resulting building complements the scale of the cluster). Clusters on small sites may simply include a larger detached dwelling or duplex with a smaller coach house.

c) When viewed from public roads, detached and duplex dwellings should be more visible than larger, "primary buildings", especially along the "ring road" (e.g. Sills and Keefer Avenues) where the scale, massing, and character of development along the frontages of multiple-family properties should mimic that typical of new development in the adjacent single-family area.

In addition, features should be incorporated to avoid a repetitive, urban streetscape character, such as large trees and other significant, green, landscape features in combination with variations in building setbacks, roof style and gable orientation, porch size and entry features, building colour, etc.

d) Buildings should typically be no more than 2 ½ storeys in height, but may be up to 3 storeys where impacts on adjacent development are negligible and the additional height provides for greater open space/landscape opportunities, a more informal and attractive streetscape, and/or other benefits.

e) Building setbacks along public roads should typically be a minimum of 6 m (19.7 ft.) and, wherever possible, vary to convey an image of informality, provide opportunities to incorporate mature vegetation into new developments, and provide visual interest.

f) Existing single-family homes and small lots may not be "landlocked", and must be provided with rear lane access where they occur along Blundell Road and shared driveways or rear lane access elsewhere."

1.7 Repealing the "Land Use" map on Attachment 1 to Schedule 2.10 D, and replacing it with "Schedule 1 to Bylaw 7612".

1.8 Repealing the "Circulation Concept" map on Attachment 3 to Schedule 2.10D, and replacing it with "Schedule 2 to Bylaw 7612".

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7612".**

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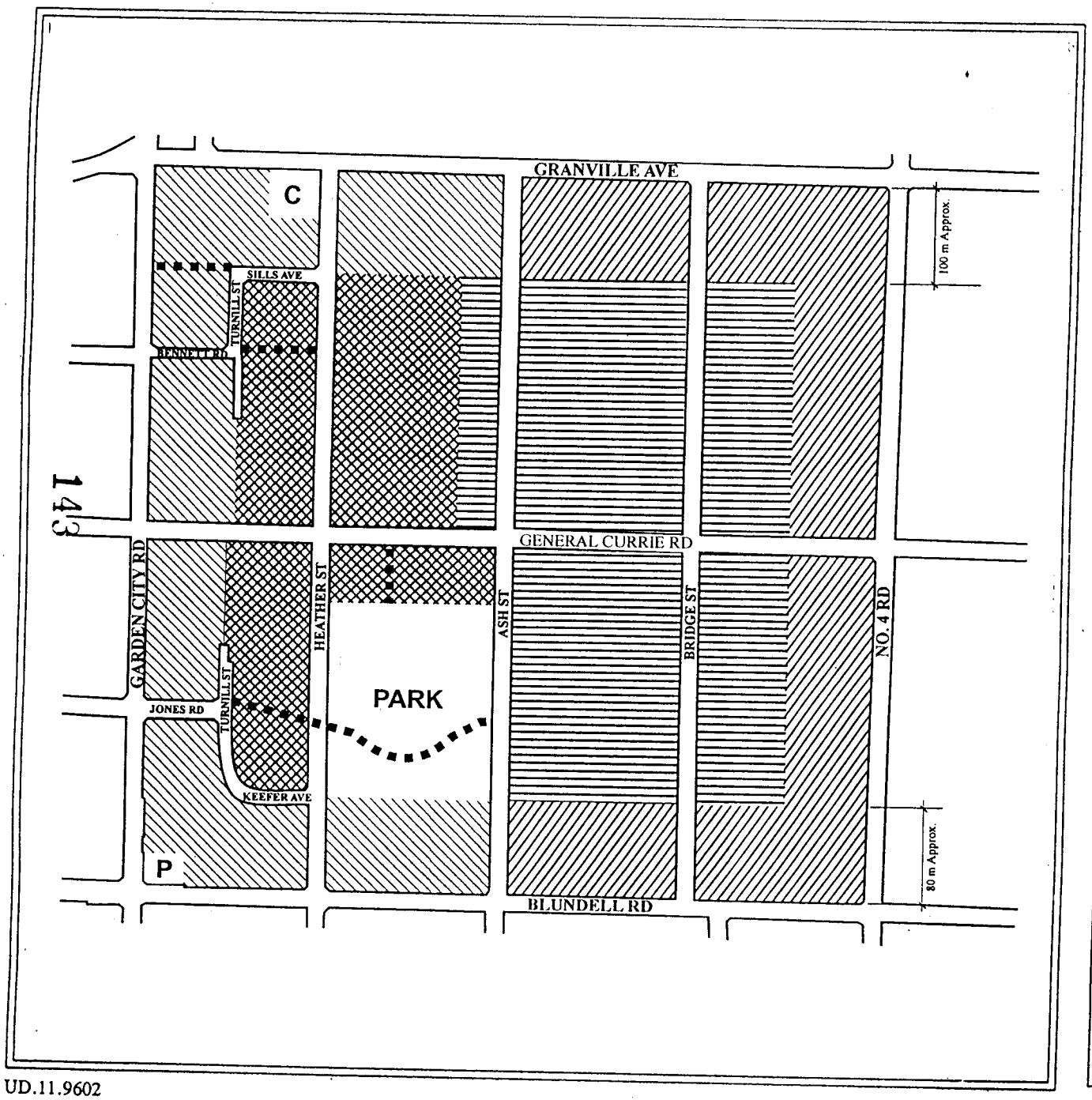
| PUBLIC HEARING | |
| SECOND READING | |
| THIRD READING | |
| ADOPTED | |

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

MAYOR

CITY CLERK




# 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, 2½ storeys** Typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family **0.60 base F.A.R.**

**Residential, 2½ storeys** Typical (3 storeys maximum), Predominantly Triplex, Duplex, Single-Family **0.55 base F.A.R.**

**Residential,** Historic Single-Family, 2 ½ storeys max., 0.55 base FAR, 12 m (39.4 ft.) min. lot frontage (except along Bridge & Ash Streets where it shall be 18 m/59.1 ft. min.), 360 $m^2$ (3,875.1 $ft^2$) min. lot area (except for lots that front Bridge & Ash Streets which shall be 550 $m^2$/5,920.3 $ft^2$ min., provided that a corner lot shall be considered to front the shorter of its two road boundaries regardless of the orientation of its dwelling).

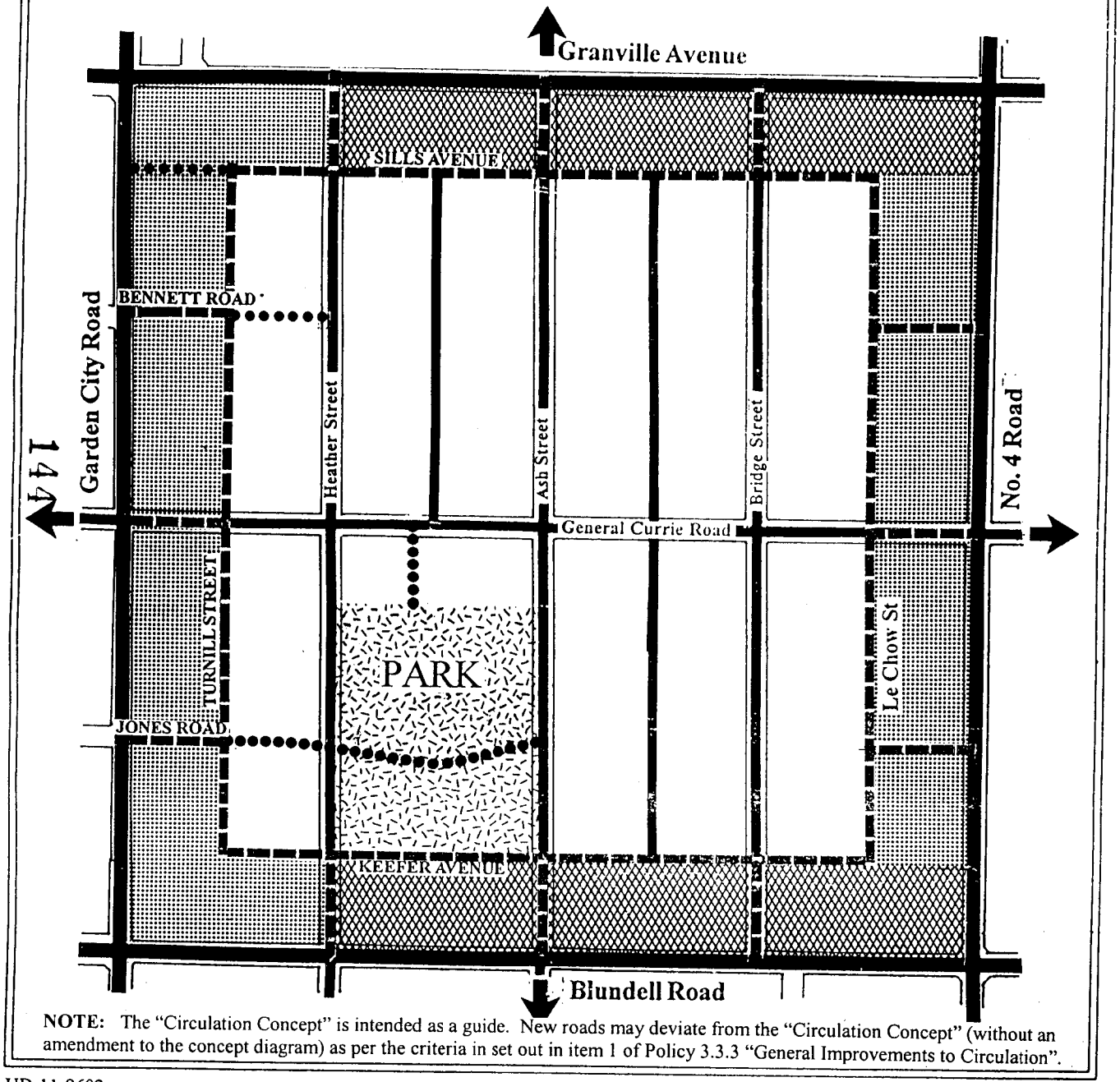
Trail/Walkway

C Church

P Neighbhourhood Pub


**"Schedule 1 to Bylaw 7612"**
South McLennan Sub-Area Plan "Land Use" Map

UD.11.9602




**NOTE:** The "Circulation Concept" is intended as a guide. New roads may deviate from the "Circulation Concept" (without an amendment to the concept diagram) as per the criteria in set out in item 1 of Policy 3.3.3 "General Improvements to Circulation".

UD.11.9602

**"Schedule 2 to Bylaw 7612"**
South McLennan Sub-Area Plan "Circulation Concept" Map

# Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 7611

The Council of the City of Richmond, in open meeting assembled, 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 2.0 Goals for the McLennan South Neighbourhood, item 3, second bullet, and replacing it with:

   "- The introduction of lanes and shared driveways to promote a continuous tree-lined streetscape uninterrupted by driveways;"

   1.2 Repealing section 3.1.2 Policies, Family Orientation and Stability, item 2, and replacing it with:

   "2. Encourage families with children to choose to live in McLennan South and enable older residents to age-in-place by providing a mix of housing types attractive to a variety of households (as per the "Land Use" map), including:

   - 3-storey townhouses over parking (to a maximum of 4 storeys as measured from the elevation of the adjacent street) around the perimeter of the western half of the neighbourhood;
   - A mix of 2, 2 ½, and 3 storey townhouses in the inner portion of the western half of the neighbourhood;
   - Mixed clusters of single-family, duplex, and triplex housing around the perimeter of the eastern half of the neighbourhood; and
   - Single-family housing in the inner portion of the eastern half of the neighbourhood, characterized by 6 m (19.7 ft) minimum building setbacks along all public roads and 15 m (49.2 ft.) minimum parking/garage setbacks from all public roads, except at corner lots where parking/garages need only be set back a minimum of 6 m (19.7 ft.).

1.3 Repealing section 3.3.3 Policies, General Improvements to Circulation in McLennan South, item 1, and replacing it with:

"1. 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.

New roads may deviate from the "Circulation Plan" (e.g. without amending the "Circulation Plan" diagram) where the proposed changes:

- Do not result in significant traffic impacts on or compromise access to adjacent properties;
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- 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
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1.7 Repealing the "Land Use" map on Attachment 1 to Schedule 2.10 D, and replacing it with "Schedule 1 to Bylaw 7611".

1.8 Repealing the "Circulation Concept" map on Attachment 3 to Schedule 2.10D, and replacing it with "Schedule 2 to Bylaw 7611".

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7611".**

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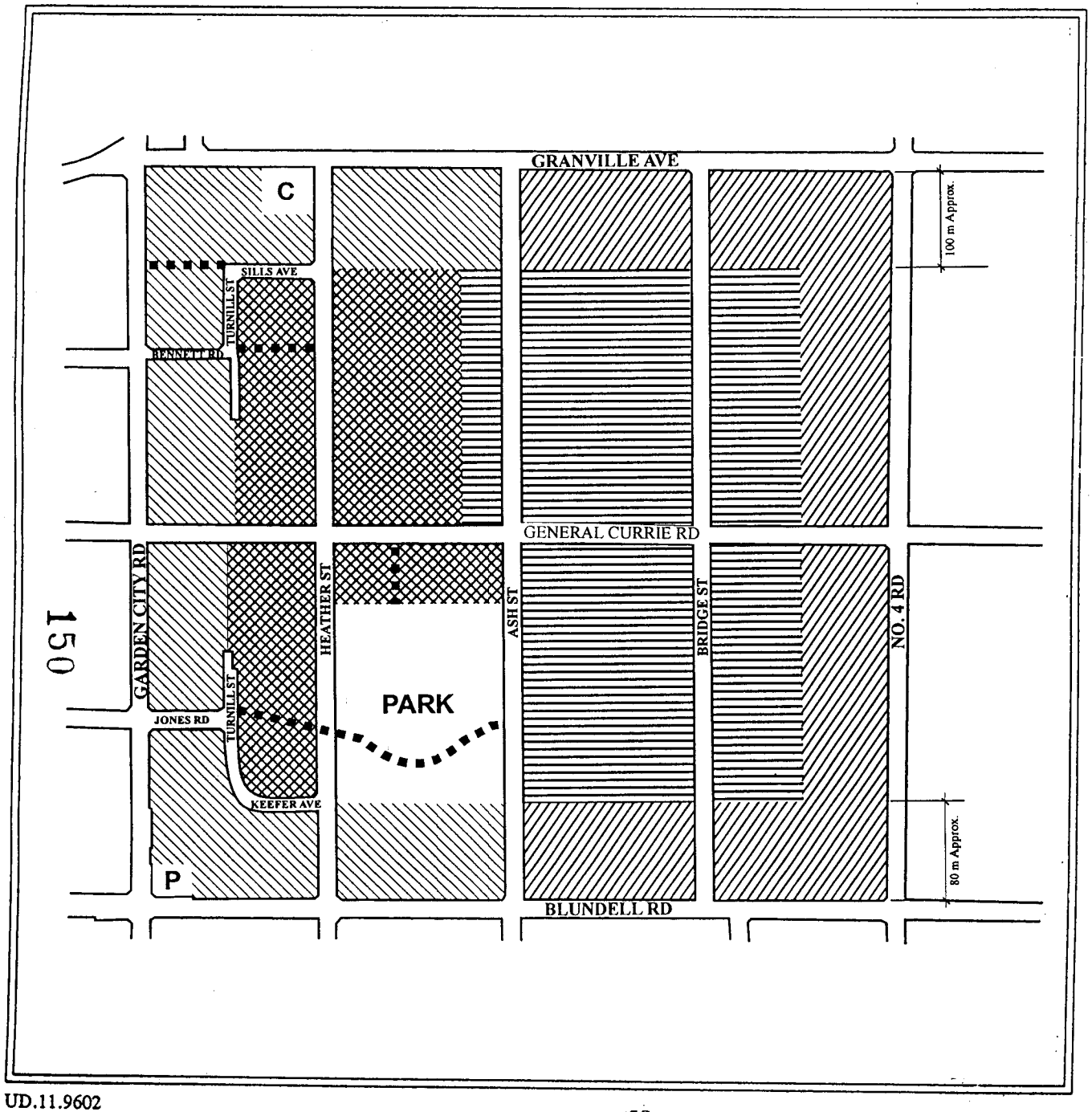
MAYOR

CITY CLERK

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## Land Use

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**Residential, 2½ storeys** Typical (3 storeys maximum), Predominantly Triplex, Duplex, Single-Family **0.55 base F.A.R.**

**Residential,** Historic Single-Family, 2 ½ storeys max., 0.55 base FAR, 12 m (39.4 ft.) min. lot frontage along all roads, 360 m² (3,875.1 ft²) min. lot area

■ ■ ■ Trail/Walkway

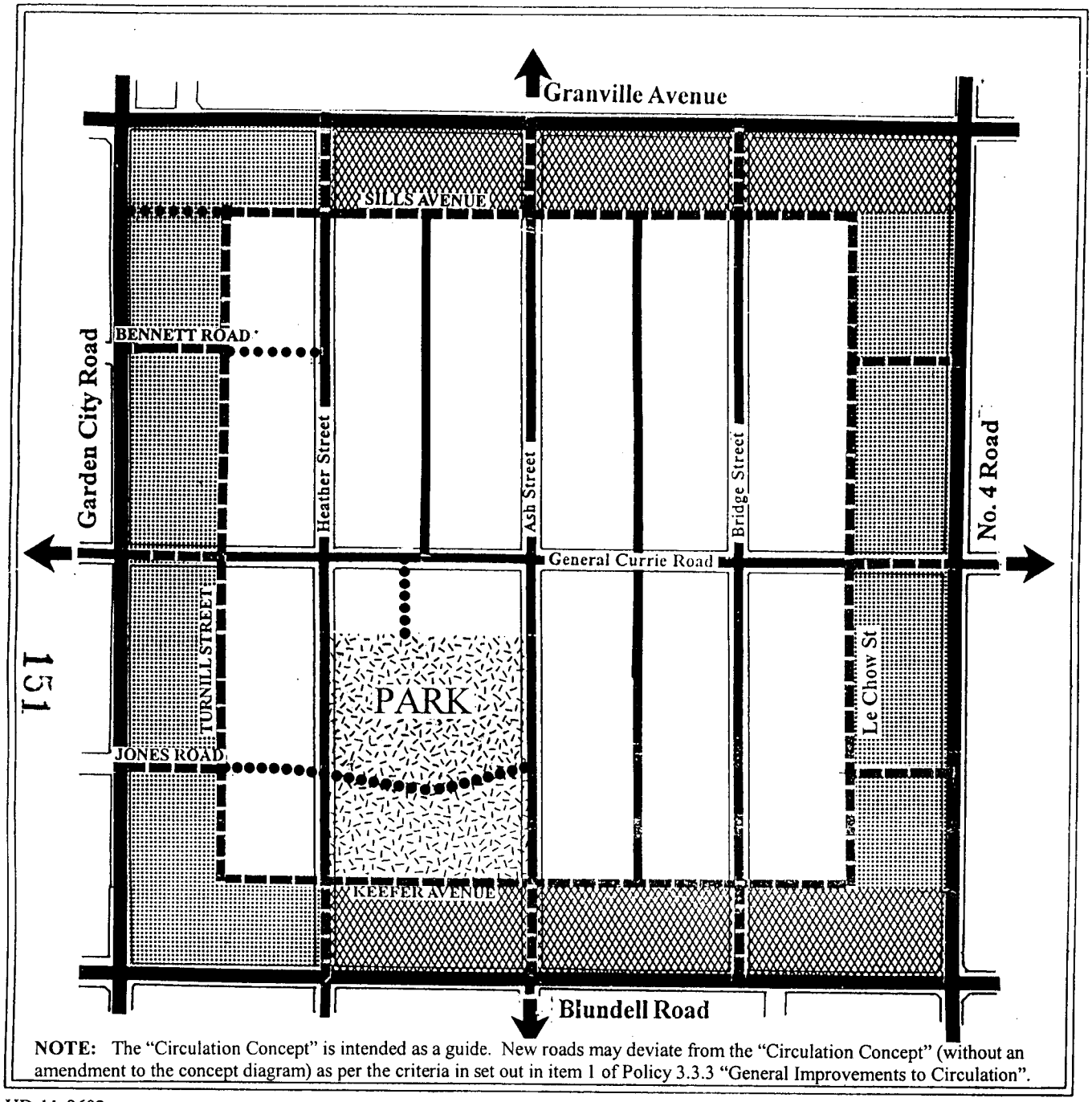
C Church

P Neighbhourhood Pub

McLennan South Sub-Area Official Community Plan

**"Schedule 1 to Bylaw 7611"**
South McLennan Sub-Area Plan "Land Use" Map

UD.11.9602

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**NOTE:** The "Circulation Concept" is intended as a guide. New roads may deviate from the "Circulation Concept" (without an amendment to the concept diagram) as per the criteria in set out in item 1 of Policy 3.3.3 "General Improvements to Circulation".

UD.11.9602

# Attachment 3

## Circulation Concept

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


**"Schedule 2 to Bylaw 7611"**
South McLennan Sub-Area Plan "Circulation Concept" Map