



City of Richmond

Report to Committee

To: Planning Committee

TO PLANNING - DECEMBER 4, 2001
Date: November 20, 2001

From: Joe Erceg
Manager, Development Applications

RZ 01-191442

FILE No.: 3060-20-7304

Re: Application by Polygon Leighton Court Ltd. for Rezoning at 7060, 7140, 7180, 7220, and 7240 Garden City Road and 7055, 7071, 7091, and 7111 Heather Street from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/128)

Staff Recommendation

That Bylaw No. 7304, for rezoning at 7060, 7140, 7180, 7220, and 7240 Garden City Road and 7055, 7071, 7091, and 7111 Heather Street from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/128)", be introduced and given first reading.

for Joe Erceg
Manager, Development Applications

Att. 4

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

On October 2, 2001, Planning Committee considered a staff report on the status of development in the McLennan South sub-area of the City Centre. The report identified 12 applications for rezoning, four of which were already complete. This report addresses one of the remaining applications. Six other applications are expected to come forward shortly for consideration by members of Council.

The subject site (**Attachment 1**) is comprised of nine lots fronting onto Garden City Road and Heather Street between Granville Avenue and General Currie Road. The applicant, Polygon Leighton Court Ltd., has applied to rezone the subject site from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/128) for the purpose of constructing 94 three-storey townhouse dwellings. In addition, as per the sub-area plan, the applicant will construct parts of Bennett Road, Turnill Street, and Sills Avenue (**Attachment 2**).

Findings Of Fact

ITEM	EXISTING	PROPOSED
<i>Owner</i>	Polygon Leighton Court Ltd. Loong Enterprises Ltd. Ching Wei Mo Ching Hao Mo D & T Toews Contracting Ltd. JM & MT Reykdal Katin Enterprises Ltd. Yue Hing Construction Co. Ltd.	Polygon Leighton Court Ltd.
<i>Applicant</i>	Polygon Leighton Court Ltd.	No change
<i>Site Size</i> <i>(Source: GIS)</i>	2.12 ha (5.24 ac.)	1.99 ha (4.91 ac.) <ul style="list-style-type: none"> • Reduction due to +/-7.5 m (24.61 ft.) wide Turnill Road and Sills Avenue dedications
<i>Land Use</i>	Single-family residential	94 townhouse units
<i>OCP Designation</i> • <i>City Centre</i>	Residential	No change
<i>Sub-Area Plan Designation</i> • <i>McLennan South</i>	Residential, Townhouse up to three-storeys over one parking level, Triplex, Duplex, Single Family <ul style="list-style-type: none"> • 0.75 base FAR 	No change
<i>Zoning</i>	Single-Family Housing District, Subdivision Area F (R1/F)	Comprehensive Development District (CD/128) <ul style="list-style-type: none"> • Permits 3-storey townhouses/ 0.8 FAR

Surrounding Development & Related Policies

Sub-Area Plan Overview

The McLennan South Sub-Area Plan encourages the development of townhouses, triplexes, duplexes, and single-family homes within a lush, green environment (**Attachment 3**, Sub-Area Plan "Land Use" map). New roads are proposed in order to provide easier access around the neighbourhood for both pedestrians and drivers, and to enable existing properties to redevelop in a pedestrian-friendly manner that orients most residential units to public streets and walkways. Land has been set aside for future neighbourhood park and school use and the development of a "greenway" has been identified for the east side of Garden City Road (to be constructed by developers on a project-by-project basis). In addition, at the end of 1999, the City completed the installation of sanitary and storm sewers along McLennan South's existing road rights-of-ways to serve the area's existing homes and, to a large degree, future development.

Sub-Area Plan Densities

Building densities under the sub-area plan are intended to be based on site area net of dedications (i.e. roads). The densities specified under the Land Use plan should be considered to be guides rather than targets. The term "base density" used in the Land Use plan indicates that additional density may be supported where a project can demonstrate that it is attractive, livable, and consistent with sub-area plan objectives. Substantial increases over a specified base density could be warranted where a project is both attractive, livable, and consistent with the plan and provides a disproportional amount of road or other feature of benefit to the neighbourhood.

This approach was applied to the existing McLennan South townhouse project on Garden City Road at Jones Road. The project, located in an area designated for a base density of 0.75 floor area ratio (FAR), was required to provide land and pay to construct a 20 m (65.62 ft.) wide extension of Jones Road (e.g. an "arterial connector"), together with a portion of the "ring road" (Turnill Street). Largely on this basis, the site was rezoned to permit a density of 0.93 FAR net (e.g. 0.72 FAR gross). Interestingly, however, the eventual developer of the site, Narland Properties Ltd., thought this density was too high for three-storey townhomes with individual garages and instead built at 0.83 FAR net. Staff now consider this density to be a benchmark.

Subject Site

The subject site is situated along the western edge of McLennan South, the highest density area designated under the sub-area plan. On the subject site and properties to its north and south, the plan permits existing older single-family homes to be replaced with three-storey townhouses over a level of parking at a base density of 0.75 floor area ratio (FAR). To date, only the project mentioned above has been constructed in this area. However, with the installation of sanitary sewers, recent drops in land prices, low mortgage rates, and a shortage of available townhouse land elsewhere in Richmond, the western portion of McLennan South is attracting considerable development interest. Currently there are five rezoning applications for higher density townhouse projects in McLennan South, plus two more for lower density townhouse projects.

The subject site is occupied by a number of single-family homes, several of which are vacant and in need of demolition. The site also contains a large number of mature trees, many of which should be retained in order to meet sub-area plan objectives.

Adjacent Development

- North, east, and south of the subject site, most properties are zoned Single-Family Housing District, Subdivision Area F (R1/F), and are occupied by a mix of older and newer homes with substantial mature trees and plant material.
- Northeast of the subject site, at the corner of Heather Street and Granville Avenue, is the Alliance Church, which recently made application to modestly expand its facilities and undertake minor upgrading of the parking lot backing onto Polygon's property.
- North of the subject site and west of the church, a row of small single-family lots extends to Garden City Road. These lots, which front onto Granville Avenue (and will continue to be accessed from that street), will likely be redeveloped with several small townhouse projects.
- Across Garden City Road, west of the subject site, are several older small-scale townhouse projects at the edge of the City Centre's St Albans sub-area.
- South of the subject site is a City-owned, single-family lot that aligns with Bennett Road. The sub-area plan directs that Bennett Road (an "arterial connector") be extended eastward, via this lot, to link the "ring road" (e.g. Turnill Street) with Garden City Road. *Council has agreed to Polygon's purchase of a portion of this lot in order that the Bennett Road extension may be constructed as a condition of this application for rezoning.*

Development Cost Charges (DCC)

Currently, Heather Street, Ash Street, and Bridge Street are on Richmond's DCC program. However, when the City installed sanitary sewers along these roads, it also removed peat from the rights-of-ways, infilled ditches, and installed storm sewers – works covered under the DCC program. The remaining works are limited to road widening, sidewalks, boulevards, and upgraded street lighting. Such works are commonly undertaken by developers in the City Centre without DCC compensation. On the other hand, the establishment of the east-west legs of the "ring road" (i.e. Sills Avenue) and its "arterial connectors" (i.e. Bennett Road) are not typical and are very costly undertakings which must currently be completed without any compensation. Both the City and local developers have expressed concern about this situation.

Development Permit Guidelines

Guidelines for the issuance of Development Permits are contained within Section 2.10 and 2.10D of Bylaw 7100 (City Centre Area and McLennan South Sub-Area Plans).

Staff Comments***Policy Planning***

The proposed project is consistent with sub-area, area, and city-wide objectives. It is designed to provide attractive pedestrian links and retain a number of mature trees. And, its proposed roads will enhance the ability of adjacent sites to redevelop in a cost effective manner. On this basis, staff are supportive of the proposed application for rezoning. In addition, staff recommend that the portions of Bennett Road and Sills Avenue for which the developer is responsible be added to Richmond's Development Cost Charge (DCC) program, in order that DCC credits may be applied to offset the land and construction costs of these roads. Staff believe this is important as these two roads (an "arterial connector" and part of an east-west leg of the "ring road") represent substantial cost to the developer over and above that which will be typically expected of developers in McLennan South, and without such credits the project will not be feasible.

The applicant has agreed to incorporate public art into the design of the Garden City Road “greenway” and/or another significant publicly-accessible feature of the site (to be created with the assistance of an artist as described under the Richmond Public Art Program). It is not staff’s intention that this artwork add to the anticipated base cost of the proposed project. Instead, the artist should look at how materials, forms, and spaces can be designed to enrich the project and the public experience of it. (For reference, it can be noted that if the artwork was not an integral part of the greenway/landscape and was instead a stand-alone project, its value would be targeted at \$98,515, based on 0.60/ft² of buildable area, excluding parking, as per Richmond’s Public Art Program.)

Staff recommend that processing of a Development Permit (DP) to the satisfaction of the Manager of Development Applications be made a condition of final adoption of the subject application for rezoning. At DP stage, staff recommend that the applicant should:

- Create more variety between building blocks to provide more visual interest, break up the project into smaller enclaves, and provide those enclaves with identifying features.
- Pay special attention to the design of the 30% of units that front onto the project’s internal driveway to ensure that their entries and front facades are attractive and welcoming.
- Ensure that building design and landscaping help to relieve the potential monotony of garage doors along the site’s internal driveways.
- Ensure that existing trees are maintained along the perimeter of the site (especially if visitor parking stalls and any special building entry features are to project into required setbacks).
- Extend both proposed cross-site pedestrian paths from Garden City Road to Turnill Street.
- Ensure that landscaping of the site avoids a “manicured” look, in favour one that is more “natural” in terms of both the materials/plants/trees employed and how they are used.

Transportation

- ***Parking Requirements:***
 - a) 1.5 spaces/dwelling for residents and 0.2 spaces/dwelling for visitors (of which, up to 4 visitor spaces may be provided as parallel parking along Turnill Street, north of Sills).
 - b) The minimum driveway aisle width should be 6.7 m (22 ft.).
 - c) Though not ideal, staff are willing to support two visitor parking stalls at the head of the driveway fronting onto Heather Street.
- ***Land Requirements:***
 - a) 20 m (65.62 ft.) right-of-way for Bennett Road, together with 4 m by 4 m (13.12 ft. by 13.12 ft.) corner cuts at the northeast corner of Bennett/Garden City and the northwest corner of Bennett/Turnill.
 - b) 15 m (49.21 ft.) rights-of-ways for Turnill Street and Sills Avenue, together with a cul-de-sac with a minimum radius of 9 m (29.53 ft.) at the end of Turnill Street, north of Sills Avenue, and a 4 m by 4 m (13.12 ft. by 13.12 ft.) corner cut at the northwest corner of Heather/Sills. *Note: It is assumed that the developer will secure half the width of Turnill Street on the subject site and the remainder on the three adjacent lots. If this is not possible, a 10 m (32.81 ft.) wide right-of-way must be dedicated along the edge of the subject site for the construction of a “half road”.*
 - c) 3 m (9.84 ft.) wide Public Rights of Passage rights-of-way across the Garden City Road frontage to be developed as a “greenway”.

- **Road Design:**
 - a) Bennett/Sills/Turnill, south of Sills: 8.5 m (27.89 ft.) wide roadway complete with parking along the frontage of the proposed development, together with landscaped/treed boulevards (at the back of curb) and sidewalks along both sides. (However, only the sidewalks along the subject development's frontages need to be constructed at this time. The remaining sidewalks will be completed by future developments.)
 - b) Turnill, north of Sills Avenue: 10.5 m (34.45 ft.) wide roadway complete with up to two parallel parking spaces on each side. Staff support a reduction in the typical distance between the on-street parking and the intersection at Sills Avenue, decorative paving in the cul-de-sac and parking lanes, a tree, etc. in the cul-de-sac, and curb extensions north of the Sills Avenue intersection.
 - c) Sidewalk/boulevard widths should be:
 - Bennett: 2 m (6.56 ft.) sidewalks/3.6 m (11.81 ft.) boulevards
 - Sills/Turnill: 1.75 m (5.74 ft.) sidewalks/1.35 m (4.43 ft.) minimum boulevards
- **Access:**
 - a) Vehicle access to the site shall be provided solely via Turnill Street north of Sills Avenue, except for emergency vehicles, which may also access the site from Bennett Road.
 - b) Pedestrian access to the subject site should be provided from all street frontages.

Engineering

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

- Consolidation of all nine subject lots.
- Dedication of:
 - a) A portion of Bennett Road (to be bought from the City by Polygon Leighton Court Ltd.).
 - b) 15 m (49.21 ft.) wide strip of land for the establishment of Turnill Street north of the Bennett Road extension to Sills Avenue. It is intended that this roadway incorporate a 7.5 m (24.61 ft.) wide dedicated right-of-way across the subject site, together with a 7.5 m (24.61 ft.) wide right-of-way (secured through dedication or Public Rights of Passage) across the three adjoining lots fronting onto Heather Street.
 - c) 15 m (49.21 ft.) wide strip of land along the south edge of 7111 Heather Street for the establishment of Sills Avenue.
 - d) 4 m by 4 m (13.12 ft. by 13.12 ft.) corner cuts at the northeast corner of Garden City Road and the Bennett Road extension, the northwest corner of the Bennett Road extension and Turnill Street, and the northwest corner of Sills Avenue and Heather Street.
- Granting of Public Rights of Passage over a:
 - a) 15 m (49.21 ft.) wide right-of-way for the extension of Turnill Street north of Sills Avenue, together with a cul-de-sac, the maintenance of which is to be the responsibility of the property owner.
 - b) 3 m (9.84 ft.) wide right-of-way across the subject site's entire Garden City Road frontage for the establishment of a landscaped "greenway".
- Registration of a restrictive covenant ensuring that vehicular access to the subject site will be solely via Turnill Street, north of Sills Avenue.

- Enter into the City's standard Servicing Agreement to design and construct:
 - a) "Greenway" improvements across the subject site's entire Garden City Road frontage including, but not limited to, a 2.5 m (8.20 ft.) wide landscaped boulevard at the back of the existing curb, street trees, decorative street lighting, street furniture, and behind the boulevard, a 3 m (9.84 ft.) wide sidewalk with decorative paving.
 - b) Bennett Road extension: Full 20 m (65.62 ft.) wide road right-of-way, except that the south sidewalk shall be constructed by future development to the south.
 - c) Turnill Street (from Bennett Road to Sills Avenue): Full road, except that the east sidewalk shall be constructed by future development to the east.
 - d) Sills Avenue: Full road, except that the south sidewalk shall be constructed by future development to the south.
 - e) Heather Street: Half road upgrade from Granville Avenue to Sills Avenue, to be designed as per McLennan South road concept.

Note that appropriate fencing (to provide privacy screening and an attractive streetscape) should be provided along the edges of the new road rights-of-ways where they abut private properties.

With regard to the upgrading of Heather Street north of the subject site, staff recommend that Polygon be required to design and build these works, but that it be reimbursed for this work via a Development Cost Charge (DCC) Expenditure Bylaw, tentatively in the spring of 2003. The exact value of this work will be determined and agreed upon by Budget time in fall 2002.

Analysis

Rezoning of the subject site, as proposed, is consistent with Richmond's goals and objectives for the City Centre and the McLennan South sub-area, and with Official Community Plan projections for population growth. The sub-area plan envisions that the subject site and its neighbours would ideally be developed with three-storey townhouses over single storey parking structures shared by multiple units, in order that on-site landscaping may be maximized. Unfortunately, the expense of a parking structure and the current market preference for units with private garages makes this approach impractical. Nevertheless, the applicant has proposed a site layout that retains a significant number of existing trees, provides a good sized common open space and amenity building, establishes useful cross-site pedestrian links, extends the Garden City "greenway", and breaks up the development into blocks no longer than 45 m (147.64 ft.), as per sub-area DP guidelines. In addition, the proposed project will provide an extensive stretch of roadway linking Garden City Road with Heather Street via Bennett Road, Turnill Street, and Sills Avenue. These new roads will not only enhance the look and functioning of the proposed project, but will also enhance the ability of adjacent properties to redevelop in a manner that is both attractive and cost-effective. In addition, until lots on the south and east sides of the new roads redevelop, the roads with their street trees and associated landscaping (including fencing) will provide a buffer to adjacent private rear yards. (Properties located immediately north of the subject site - which are designated for future townhouse use - will back onto the private backyards of some of Polygon's proposed townhouse units and should experience no impacts beyond that typically associated with multiple-family development.)

With regard to the site's proposed zoning, Comprehensive Development District (CD/128) is a new zone created specifically for the subject site, but with the aim of providing a measure of consistency between projects situated in McLennan South's higher density townhouses (e.g. with "base density" of 0.75 FAR). As mentioned earlier, McLennan South is currently the site of five such rezoning applications. Of these, two are for just seven units and involve sites of less than 1,350 m² (0.33 ac.). The other three range upwards from a minimum of 27 units and a site area of 4,707.53 m² (1.16 ac.) to the subject site at 94 units and 2.12 ha (5.24 ac.). Following is a comparison of the area's three large scale rezoning applications for higher density townhouses and Comprehensive Development District (CD/76), which was applied in the development of the "Narland Properties" site at Garden City Road and Jones Road.

ITEM	#6 RZ 01-185781 "490375 BC Ltd" Garden City Road CD/127	#10 RZ 01-195763 "Palladium" Heather Blundell	#8 RZ 01-191442 "Polygon" Heather/Garden City CD/128	#1 RZ 97-115914 "Narland" Jones Garden City CD/76
<i>Density (FAR)</i>	0.78	0.86 (0.80)	0.80	0.93 (0.82)
<i>Lot Coverage</i>	40%	39% (40%)	33.5% (40%)	42%
<i>Minimum Setbacks</i> - Garden City Rd	9 m (29.53 ft.) including "greenway" 6 m (19.69 ft.) including "greenway"	N/A	6 m (19.69 ft.) including "greenway"	3 m (9.84 ft.) in addition to "greenway"
- Arterial Connectors	N/A	N/A	4.57 m (14.99 ft.)	4.57 m (14.99 ft.)
- East/West "Ring Road"	N/A	+/-4.57 m (14.99 ft.)	4.57 m (14.99 ft.)	N/A
- Other Roads	6 m (19.69 ft.)	4.5 m (14.76 ft.) 6 m (19.69 ft.)	6 m (19.69 ft.)	6 m (19.69 ft.)
- Side & Rear	+/-1.5 m (4.92 ft.)	6 m (19.69 ft.)	5.5 m (18.05 ft.)	5.5 m (18.05 ft.)
<i>Maximum Heights</i> - Dimension	11 m (36.09 ft.) 12 m (39.370 ft.)	12 m (39.370 ft.)	12 m (39.370 ft.)	12 m (39.370 ft.)
- No. of Storeys	3	3	3	3
<i>Parking Spaces/Unit</i> - Residents	2.0 (1.5)	1.5	1.5	1.5
- Visitors	0.2	0.2	0.2	0.2

NOTE:

- 1) "#" in project heading refers to location on Attachment 2.
- 2) Only CD/76 has been adopted. The other three applications are all currently under review.
- 3) Figures in normal typeface are the developer's, while figures in **bold** are staff's proposal for Comprehensive Development District zoning (or, in the case of CD/76, actual construction figures).
- 4) "Arterial connectors" (i.e. Bennett Road and Jones Road) link the "ring road" (i.e. Tumill Street) with Garden City Road.
- 5) The "greenway" is to be provided along the east side of Garden City Road within the existing road right-of-way and a 3 m (9.84 ft.) wide Public Rights of Passage right-of-way secured across private property along the Garden City Road frontage.

Overall, the proposed project appears to be well thought out and could prove to be a catalyst for redevelopment of the surrounding neighbourhood. The proposed zoning district, CD/128, is well suited to the opportunities and constraints associated with the subject site. And, the project's consistency with sub-area plan policies and with other proposed higher density townhouse projects nearby provides a much needed measure of "predictability" in this challenging and rapidly changing community.

Financial Impact

Bennett Road

Council has agreed to sell a portion of the City-owned lot at 7280 Garden City Road in order that Polygon may extend Bennett Road from Garden City Road east to Turnill Street. As per common City practice, staff recommend that the applicant be responsible for paying for half the total cost of this road extension (e.g. "total cost" being the cost of both land and construction), with future development to the south paying for the remaining half of the total cost. Staff recommend that most of the applicant's monies be put towards the construction of the full width of Bennett Road (except for a sidewalk along its south side), with the remainder going to the City as partial compensation for its land. Under this scenario, when development occurs south of Bennett Road, that developer's monies will go largely to the City as compensation for its land, with the remainder covering the cost of constructing the south sidewalk.

Development Cost Charge (DCC) Program

The cost of land and construction for the extension of Bennett Road and Sills Avenue is significant, and the impact (on both project finances and site layout) of these two roads, an "arterial connector" and east-west leg of the "ring road", are disproportionately high relative to the typical road requirements placed on development in the McLennan South sub-area. On this basis, staff recommend that the extension of Bennett Road and the portion of Sills Avenue for which Polygon is responsible be added to Richmond's DCC program in order that credits may be provided towards the cost of land and construction incurred by the project.

Heather Street Roadworks

Staff recommend that Polygon upgrade the west side of Heather Street north of the subject site to Granville Avenue, along the frontage of the Richmond Alliance Church. The need for this work was identified when the Alliance Church was granted a recent Development Variance Permit, but it was deferred on the basis that Heather Street is on the DCC program and the City could initiate the work at its discretion in the future. With Heather Street on the DCC program, Polygon would be eligible for credits for the proposed work. However, given the magnitude of Sills Avenue and Bennett Road, staff project that Polygon's road costs will far exceed its DCC credits. This will, in effect, put Polygon in the position of upgrading the frontage of its neighbour without any form of compensation. In light of the position this would put Polygon in and staff's earlier recommendation with regard to the church, staff recommend that Polygon be reimbursed for works undertaken on the west half of Heather Street north of the subject site (e.g. the Heather Street frontage of 9140 Granville Avenue) via a DCC Expenditure Bylaw, tentatively in the spring of 2003. The exact value of these works would be determined and agreed upon by budget time in autumn of 2002.

Conclusion

This application is in conformance with city-wide, City Centre, and McLennan South objectives for residential growth and development. The extensive roadworks, which are to be undertaken as part of the proposed project, will enhance its livability and the ability of neighbouring sites to redevelop in a cost effective manner. However, without some form of compensation, the cost of providing these roads will not be feasible for the developer. In light of this situation, staff recommend that two of the three proposed roads be added to Richmond's Development Cost Charge (DCC) program.

Rezoning of the subject site to Comprehensive Development District (CD/128) merits favourable consideration.



Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:sk

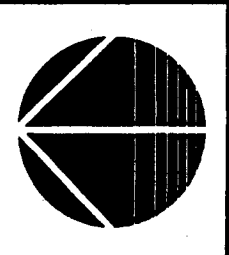
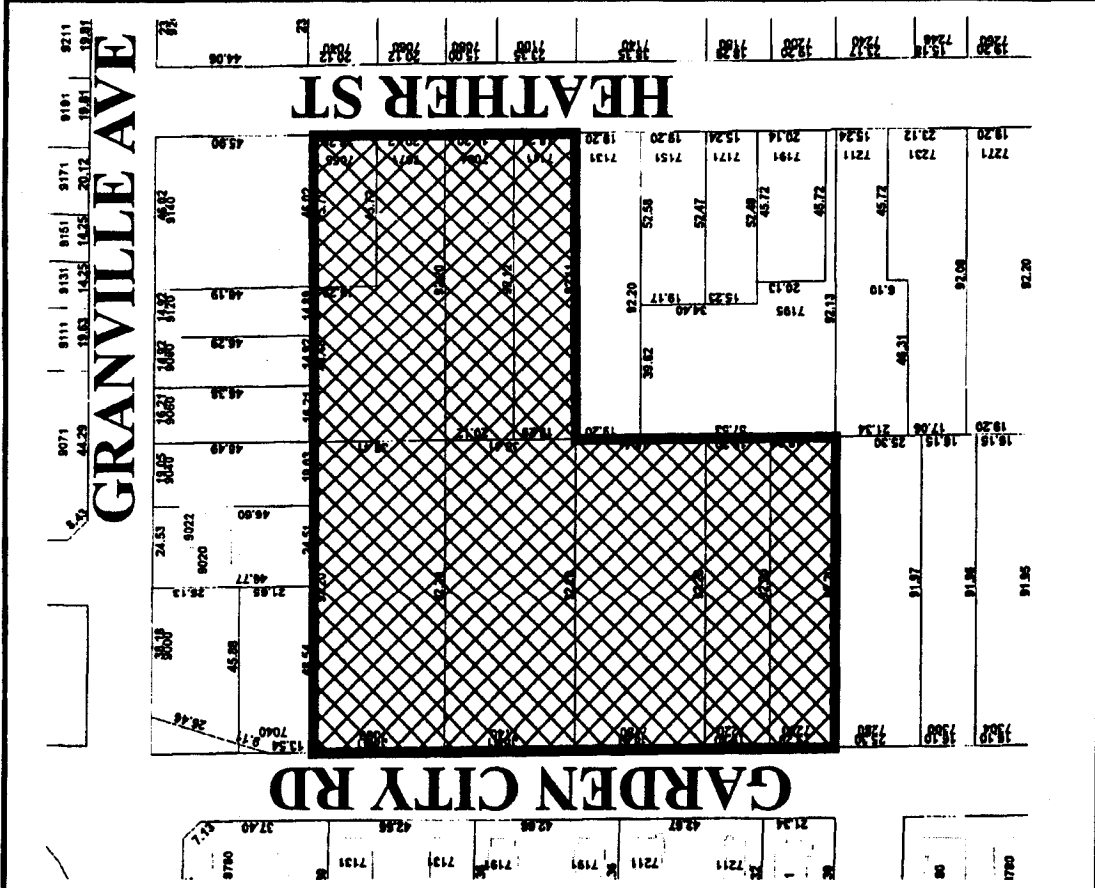
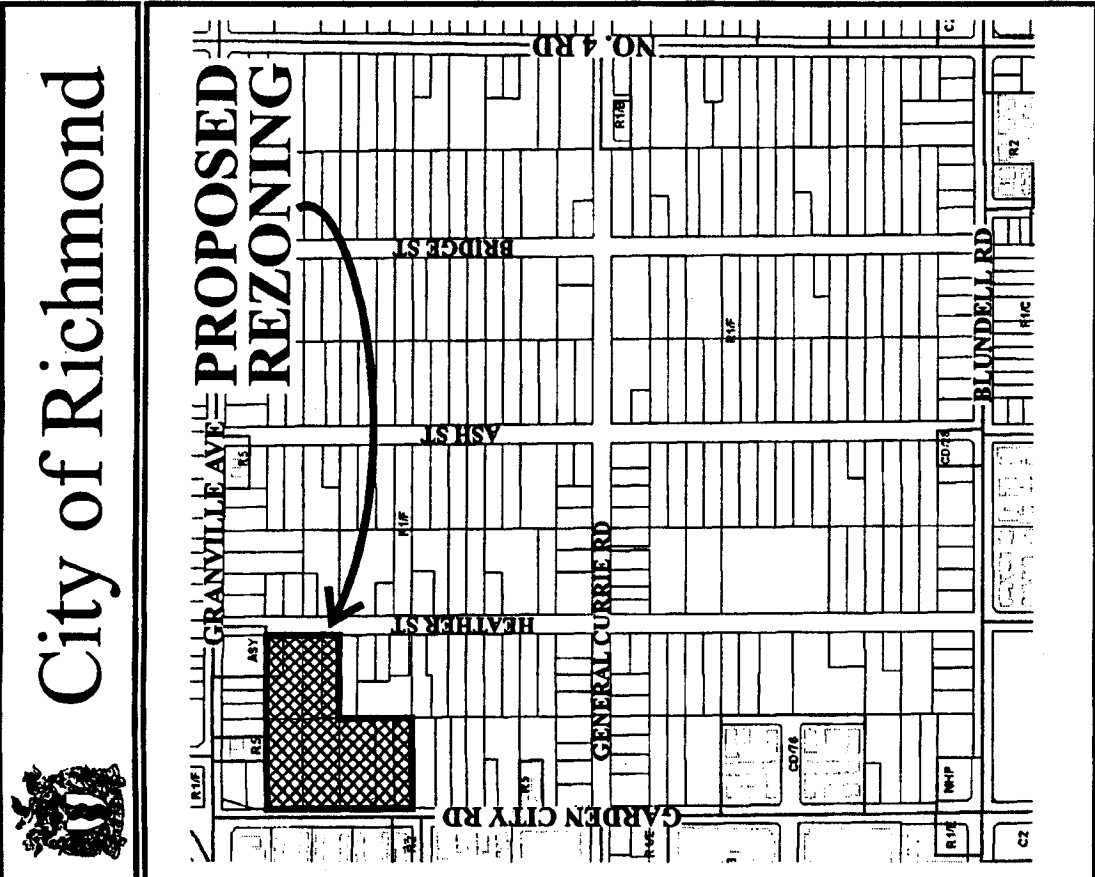
There are requirements to be dealt with prior to final adoption of rezoning:

Legal requirements, specifically:

- Consolidation of 7060, 7140, 7180, 7220, and 7240 Garden City Road and 7055, 7071, 7091, and 7111 Heather Street.
- Dedication of:
 - a) A portion of Bennett Road (to be purchased from the City by Polygon Leighton Court Ltd.).
 - b) 15 m (49.21 ft.) wide strip of land for the establishment of Turnill Street north of the Bennett Road extension to Sills Avenue. It is intended that this roadway incorporate a 7.5 m (24.61 ft.) wide dedicated right-of-way across the subject site, together with a 7.5 m (24.61 ft.) wide right-of-way (secured through dedication or Public Rights of Passage) across the adjoining lots fronting onto Heather Street.
 - c) 15 m (49.21 ft.) wide strip of land along the south edge of 7111 Heather Street for the establishment of Sills Avenue.
 - d) 4 m by 4 m (13.12 ft. by 13.12 ft.) corner cuts at the northeast corner of Garden City Road and the Bennett Road extension, the northwest corner of the Bennett Road extension and Turnill Street, and the northwest corner of Sills Avenue and Heather Street.
- Granting of Public Rights of Passage over a:
 - a) 15 m (49.21 ft.) wide right-of-way for the extension of Turnill Street north of Sills Avenue, together with a cul-de-sac, the maintenance of which is to be the responsibility of the property owner.
 - b) 3 m (9.84 ft.) wide right-of-way across the subject site's entire Garden City Road frontage for the establishment of a landscaped "greenway".
- Registration of a restrictive covenant ensuring that vehicular access to the subject site will be solely via Turnill Street, north of Sills Avenue.
- Enter into the City's standard Servicing Agreement to design and construct:
 - a) "Greenway" improvements across the subject site's entire Garden City Road frontage: Design and construction of, but not limited to, a 2.5 m (8.20 ft.) wide landscaped boulevard at the back of the existing curb, street trees, decorative street lighting, street furniture, and behind the boulevard, a 3 m (9.84 ft.) wide sidewalk with decorative paving.
 - b) Bennett Road extension: Full 20 m (65.62 ft.) wide road, except that the south sidewalk need not be constructed.
 - c) Turnill Street (from Bennett Road to Sills Avenue): Full road, except that the east sidewalk need not be constructed at this time.
 - d) Sills Avenue: Full road, except that the south sidewalk need not be constructed at this time.
 - e) Heather Street: Half road upgrade from Granville Avenue to Sills Avenue, to be designed as per McLennan South road concept.
 - f) Appropriate fencing, to provide privacy screening and an attractive streetscape, should be provided along the edges of the new road rights-of-ways where they abut private properties (e.g. properties that do not form part of the subject site).

Development requirements, specifically:

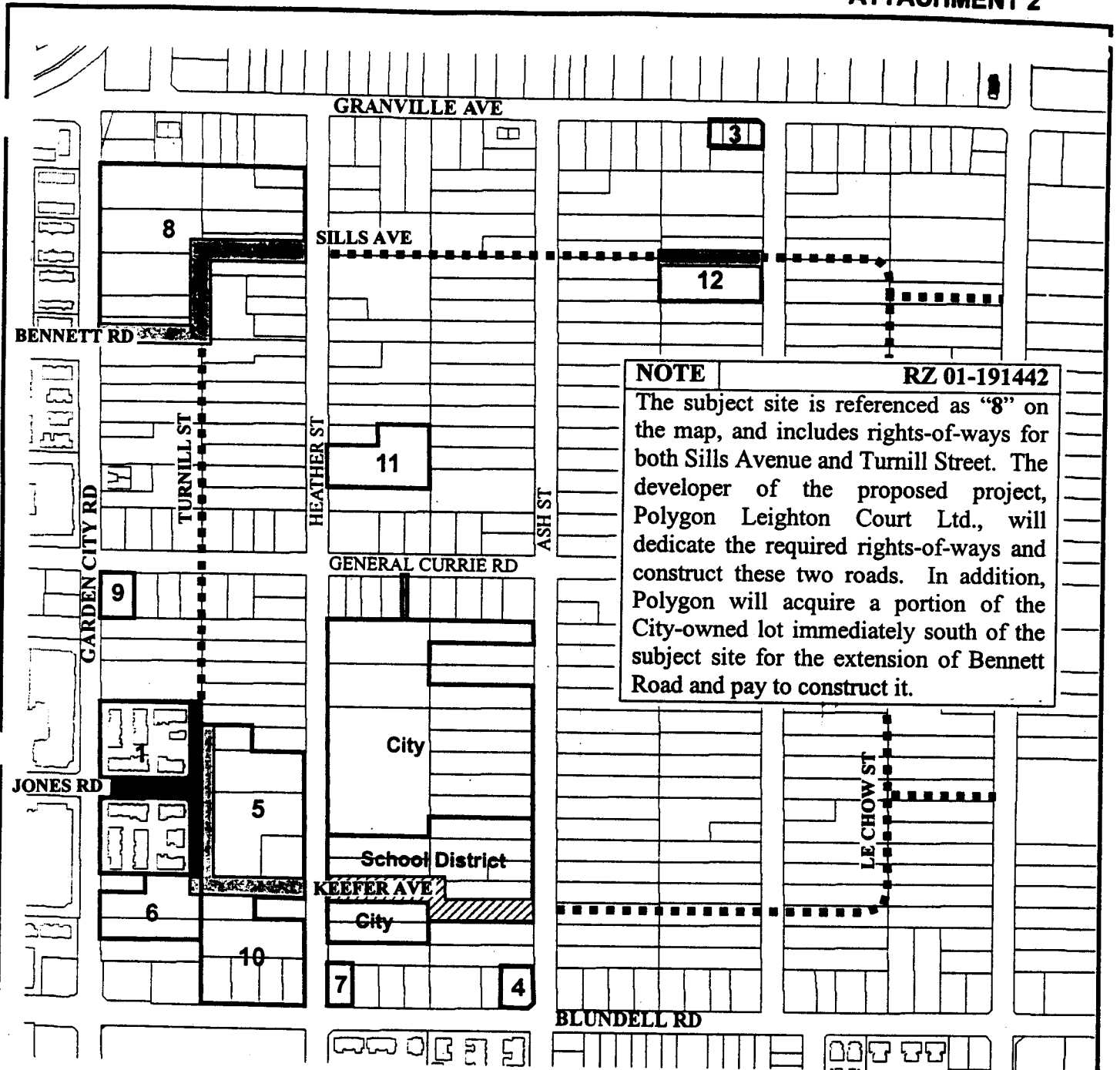
- Demolition of the existing single-family homes on the subject properties.
- Letter of understanding for the incorporation of public art, to be created with the assistance of an artist as described under the Richmond Public Art Program, into the Garden City "greenway" and/or another significant publicly accessible feature of the site.
- Processing of a Development Permit application to a satisfactory level, as determined by the Manager of Development Applications.



RZ 01-191442

Original Date: 09/07/01
 Revision Date:
 Note: Dimensions are in METRES

City of Richmond



NOTE **RZ 01-191442**

The subject site is referenced as "8" on the map, and includes rights-of-ways for both Sills Avenue and Turnill Street. The developer of the proposed project, Polygon Leighton Court Ltd., will dedicate the required rights-of-ways and construct these two roads. In addition, Polygon will acquire a portion of the City-owned lot immediately south of the subject site for the extension of Bennett Road and pay to construct it.

"Ring Road" and Arterial Connections

- Existing
- Proposed as part of pending or anticipated applications
- Anticipated through a land exchange with School District
- Designated under the sub-area plan (location not finalized)



McLennan South

15-4-6 134






Original Date: 09/28/01

Revision Date:

Note: Dimensions are in METRES

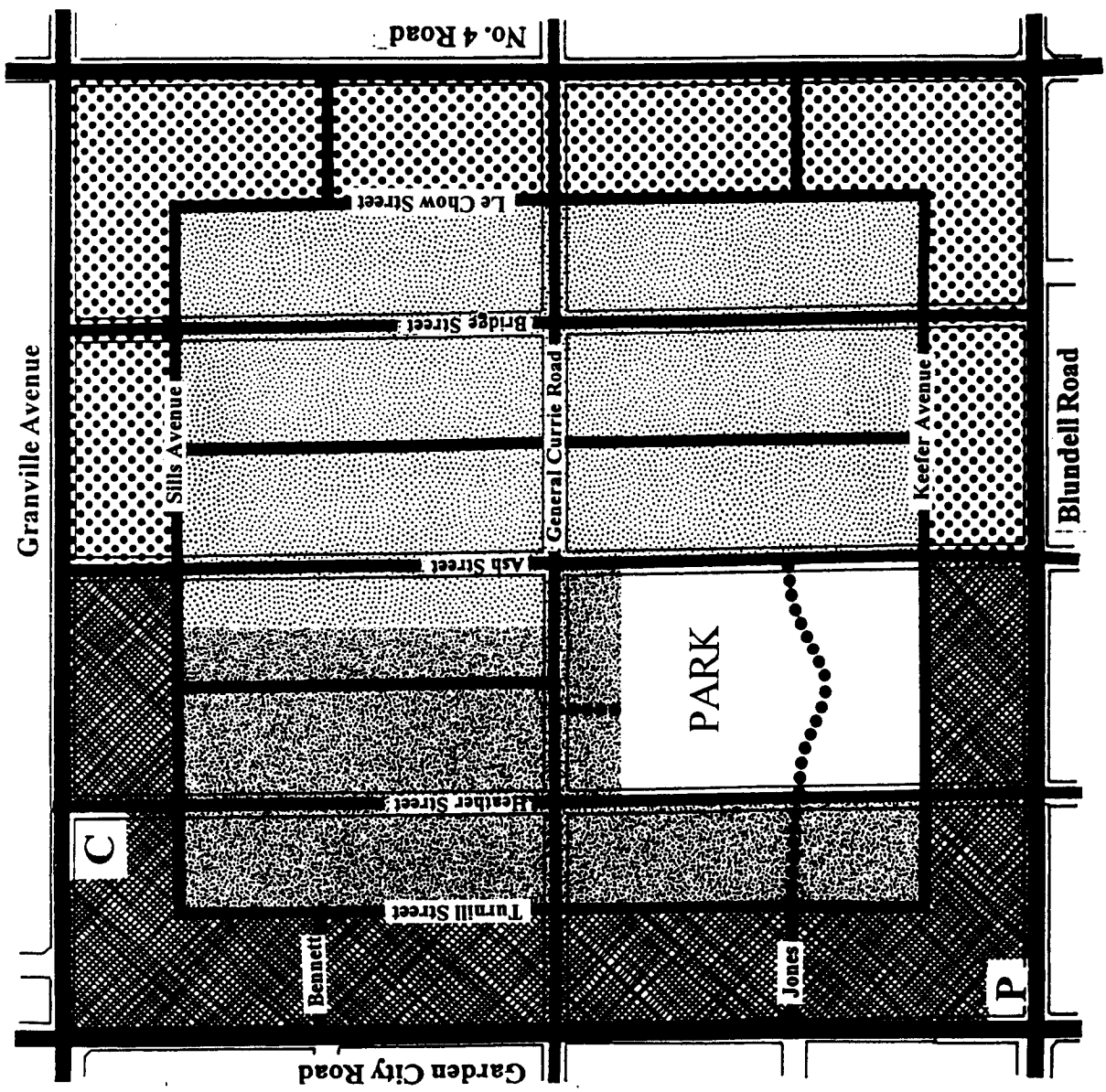
Attachment 1

Land Use

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



Original Adoption: March 15, 1999

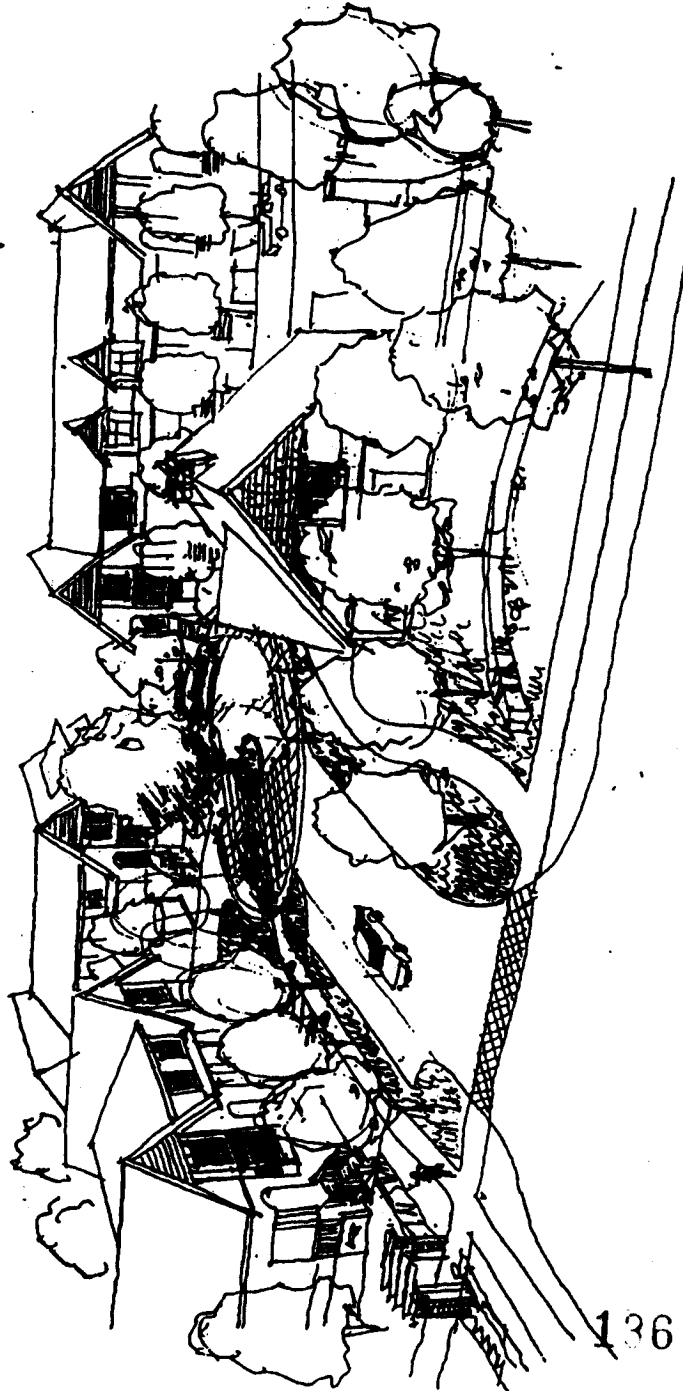


NOTE: Exact alignment of ring road and two new secondary entry roads from No.4 Rd. subject to development.

**McLennan Townhomes
Garden City Way
Richmond, B.C.**

Re-zoning Application

November 15, Re-submission



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ATTACHMENT 4

Prepared by
Polygon
1900 Spaglass Place
Vancouver

Client
McLennan Townhomes
Garden City Way
Richmond, B.C.

Architect
Ramsay Worden Architects Ltd.
206 - 1777 West 3rd Avenue
Vancouver, B.C.
738-8888

Project
Cover Page

Sheet
A-0.1



HEATHER STREET

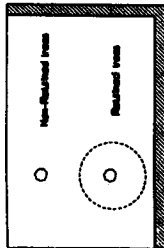
CHURCH SITE

SINGLE FAM

RING ROAD

RING ROAD

Nov 14, 2001



PHASE I

PHASE II

GARDEN CITY RD

RESERVE ROAD
(Land Pledged to City)

Ramsay Worden Architects Ltd.

200 - 1777 West 3rd Avenue
Vancouver, B.C.
728-8868

McLennan Tortoise

Garden City Hwy
Richmond, B.C.

Polygon

1800 Spayglass Place
Vancouver

Site Plan

Scale: 1/8" = 1'-0"

Date: Nov 14, 2001

Sheet: A-13

Project: [illegible]

Client: [illegible]

Drawn: [illegible]

Checked: [illegible]

Approved: [illegible]

Scale: 1/8" = 1'-0"

Date: Nov 14, 2001

Sheet: A-13

Project: [illegible]

Client: [illegible]

Drawn: [illegible]

Checked: [illegible]

Approved: [illegible]

Scale: 1/8" = 1'-0"

Date: Nov 14, 2001

Sheet: A-13

Project: [illegible]

Client: [illegible]

Drawn: [illegible]

Checked: [illegible]

Approved: [illegible]

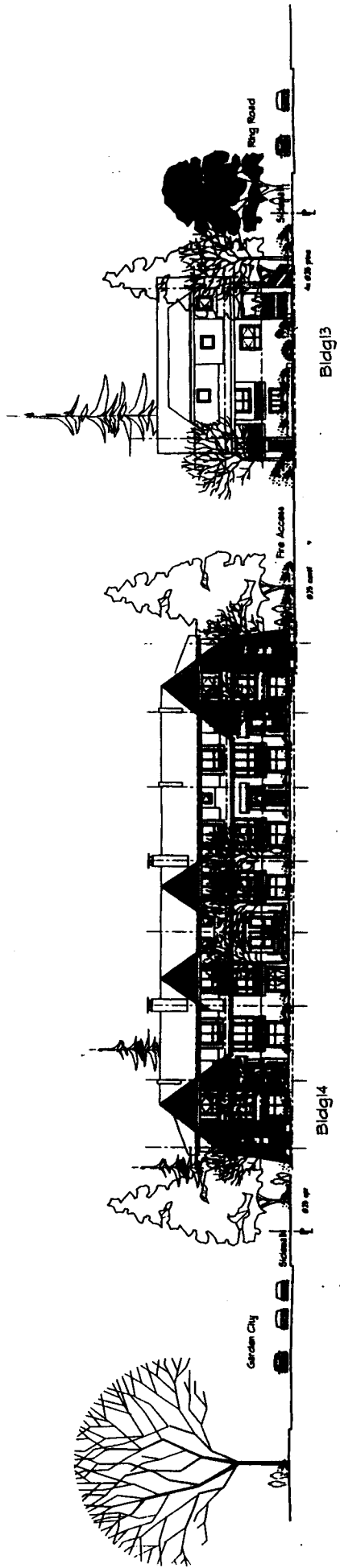
Scale: 1/8" = 1'-0"

Date: Nov 14, 2001

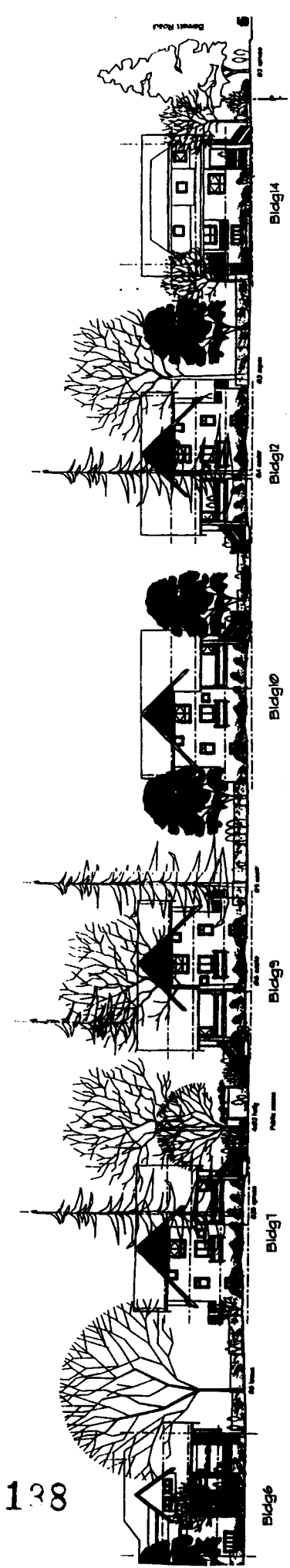
Sheet: A-13

Project: [illegible]

Client: [illegible]



1 Street Elevation
Bennet Road



1 Street Elevation
Garden City

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Client	City of Garden City	Project	Street Elevations
Architect	Ramsay Worden Architects Ltd.	Scale	1/8" = 1'-0"
Address	1500 Congress Place Vancouver	Date	1/18/14
Address	Garden City Hwy Richmond, B.C.	Sheet	A-14
Address	123 - 177 West 3rd Avenue Vancouver, B.C.	Drawn by	[Signature]
Address	728-888	Checked by	[Signature]



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7304 (RZ 01-191442)
7060, 7140, 7180, 7220, AND 7240 GARDEN CITY ROAD AND 7055,
7071, 7091, AND 7111 HEATHER STREET**

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

- 1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 291.128 thereof the following:

“291.128 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/128)”

The intent of this zoning district is to accommodate townhouses.

291.128.1 PERMITTED USES

**RESIDENTIAL, limited to Townhouses;
BOARDING & LODGING, limited to two persons per dwelling unit;
HOME OCCUPATION;
COMMUNITY USE;
ACCESSORY USES.**

291.128.2 PERMITTED DENSITY

.01 Maximum Floor Area Ratio:

- a) 0.8, together with 0.03 which must be used exclusively for covered areas of the principal building which are open on one or more sides; AND FURTHER an additional 50 m² (538.21 ft²) per dwelling unit (either for the exclusive use of individual units or for the total development) which must be used as off-street parking;

PROVIDED THAT any portion of floor area which exceeds 5 m (16.404 ft.) in height, save and except an area of up to 10 m² (107.643 ft²) per dwelling unit used exclusively for entry and staircase purposes, shall be considered to comprise two floors and shall be measured as such.

- b) Notwithstanding the limitations imposed in (a) above, an additional 0.1 **floor area ratio** will be permitted to accommodate **amenity space**.

291.128.3 MAXIMUM LOT COVERAGE: 40%

291.128.4 MINIMUM SETBACKS FROM PROPERTY LINES

.01 Public Road:

- a) Bennett Road: 4.57 m (14.993 ft.)
- b) Sills Avenue: 4.57 m (14.993 ft.)
- c) All Other Roads: 6 m (19.685 ft.)
- d) Notwithstanding the limitations imposed above:
 - (i) Cantilevered roofs may project into the **public road** setback for a distance of not more than 1 m (3.281 ft.);
 - (ii) With the exception of .01(b) above, porches, balconies, and bay windows forming parts of the principal **building** may project into the **public road** setback for a distance of not more than 1 m (3.281 ft.), and entry stairs may project into the **public road** setback for a distance of not more than 2 m (6.562 ft.); and
 - (iii) Gateways, pergolas, and similar landscape **structures** that do not form part of the principal **building** shall be no closer to a **property line** than 2 m (6.562 ft.).

- .02 Side & Rear Property Lines: 5.5 m (18.045 ft.), EXCEPT THAT** cantilevered roofs may project into the **side and rear yards** for a distance of not more than 1 m (3.281 ft.), and decks and entry stairs forming parts of the principal **building** may project into the **side and rear yard** setback for a distance of not more than 2.5 m (8.202 ft.).

291.128.5 MAXIMUM HEIGHTS

- .01 Buildings: 12 m (39.370 ft.), but containing no more than three storeys.**
- .02 Structures: 12 m (39.370 ft.)**
- .03 Accessory Buildings: 5 m (16.404 ft.)**

291.128.6 MINIMUM LOT SIZE

- .01 A **building** shall not be constructed on a lot which is less than 0.405 ha (1 ac.) in size.

291.128.7 OFF-STREET PARKING

- .01 Off-street parking shall be provided in accordance with Division 400 of this Bylaw, EXCEPT THAT:

- a) Off-street parking shall be provided at the rate of:
- (i) For residents: 1.5 spaces per **dwelling unit**; and
 - (ii) For visitors: 0.2 spaces per **dwelling unit**.
- b) Where two parking spaces are intended to be **used** by the residents of a single **dwelling unit**, they may be provided in a tandem arrangement with one parking space located behind the other and, typically, both spaces set perpendicular to the adjacent manoeuvring aisle.

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/128)**.

P.I.D. 012-031-356

Lot 2 Block "A" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 004-313-721

Lot 3 Block "A" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 001-874-276

Lot 4 Block "A" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 003-434-931

North Half of Lot 5 Block "A" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 002-160-862

South Half of Lot 5 Block A Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 003-924-521
Lot 96 Section 15 Block 4 North Range 6 West New Westminster District Plan 51863

P.I.D. 003-548-091
Lot 19 Block "A" Except: Part Subdivided by Plan 51863, New Westminster District Plan 1207

P.I.D. 012-031-518
Lot 18 Except: Part Subdivided by Plan 31955, Block "A" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 003-767-663
Lot 33 Section 15 Block 4 North Range 6 West New Westminster District Plan 31955

3. This Bylaw may be cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7304"**.

FIRST READING

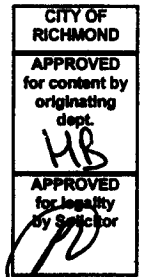
A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CITY CLERK