



City of Richmond

Report to Committee

To: Planning Committee
From: Joe Erceg
Manager, Development Applications
Re: Application by Capital West Holdings Ltd. to Rezone 7611, 7651, 7691, and portions of 7591 and 7731 Heather Street from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/126)

TO PLANNING- DEC. 4/01
Date: November 19, 2001

RZ 01-116358

File: 8060-20-7306

Staff Recommendation

That Bylaw No. 7306, for rezoning at 7611, 7651, 7691, and portions of 7591 and 7731 Heather Street from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/126)", be introduced and given first reading.

H. Bulee

for

Joe Erceg
Manager, Development Applications

Att. 4

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER

[Signature]

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 twelve 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 three lots, plus portions of two other lots, fronting onto Heather Street between General Currie Road and Blundell Road. The applicant, Capital West Holdings Ltd., has applied to rezone the subject site from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/126) for the purpose of constructing 60 townhouse dwellings. In addition, as per the sub-area plan, the applicant will construct parts of Turnill Street and Keefer Avenue (**Attachment 2**).

Findings Of Fact

ITEM	EXISTING	PROPOSED
Owner	GS & GK Gill Yao Enterprises Ltd. Hoson Holdings Ltd. AE & CE Kales	Capital West Holdings Ltd.
Applicant	Capital West Holdings Ltd.	No change
Site Size (Source: Applicant)	13,297.52 m ² (143,138 ft ² /3.29 ac.)	10,998.15 m ² (118,387 ft ² /2.72 ac.) • Reduction due to dedications for widening of Turnill Road and a 15 m (49.21 ft.) wide right-of-way for Keefer Avenue
Land Use	Single-family residential	60 two- and three-storey townhouse units
OCP Designation • City Centre	Residential	No change
Sub-Area Plan Designation • McLennan South	Residential, 2½ storeys Triplex, Duplex, Single Family • 0.60 base FAR	No change
Zoning	Single-Family Housing District, Subdivision Area F (R1/F)	Comprehensive Development District (CD/126) • Permits 2½ storey townhouse buildings at 0.69 floor area ratio (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 (**Attachment 2**, #1). 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 the basis of the substantial amount of land and cost this represented, the City supported a request of the applicant, Andre Molnar, for 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 townhouses with individual garages and instead built at 0.83 FAR net. Staff now consider 0.83 FAR to be a benchmark for this area.)

Road Development

As noted above, as a condition of rezoning the "Narland" site (**Attachment 2**, #1), the developer was responsible for providing land and constructing Jones Road and Turnill Street. Jones Road, which divides Narland's parcel into two parts, was constructed to its full width because Narland controlled the land fronting both sides of the street. Turnill Street, on the other hand, was only constructed as a "half road" because Narland only controlled the land fronting one side of the street. This is generally consistent with Richmond's practise for establishing new roads and with the City's approach to its implementation of the sub-area plan in McLennan South. More specifically, in McLennan South:

- Where a site is situated along one side of a proposed road, its developer is typically required to provide a 10 m (32.81 ft.) wide "half road" (in order that it may accommodate two-way traffic, pedestrians, and emergency access). Completion of the road is made the responsibility of future development fronting its other side. The right-of-way width needed for its completion may be as wide as 10 m (32.81 ft.) or as narrow as 5 m (16.4 ft.), depending on site-specific transportation and servicing requirements.
- Where, however, a development fronts both sides of a proposed road or two developments front the opposite sides of a proposed road and work cooperatively, a more efficient (e.g. narrower) right-of-way design may be possible, thus, reducing land and construction costs.

In the case of Narland's project, even though the developer controlled both sides of Jones Road, a full 20 m (65.62 ft.) wide right-of-way was required because it had to work as an extension of the existing leg of Jones Road on the west side of Garden City Road. In the case of the subject development, however, the developer, Capital West, has co-operated with the proposed developer of lands to the south, Palladium (RZ 01-195763) (**Attachment 2, #10**), to jointly provide a right-of-way for a new road, Keefer Avenue. As a result of this approach, it has been possible to meet the City's transportation and servicing needs in a right-of-way just 15 m (49.21 ft.) wide.

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. Works such as these 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. Keefer 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.

Subject Site

The subject site is situated along the western edge of Heather Street in the second densest area designated under the sub-area plan. The subject site and properties to its north include a mix of older and newer homes and vacant lots, many of which have large mature trees. The plan permits these properties to redevelop with a mix of housing, ranging from single-family homes through to 2½ storey townhouses, at a base density of 0.6 floor area ratio (FAR). To date, no project has been built in this area, but there are currently two applications for rezoning, including the subject application. South and west of the site, the sub-area plan designates land for three-storey townhouses at a base density of 0.75 FAR. Here, Narland Properties' townhouse project mentioned above is already complete and five applications for rezoning, with a total of 186 units, are pending. Two of those applications, by Palladium for 51 three-storey townhouses (RZ 01-195763) and 490375 BC Ltd. for 27 three-storey townhouses, are situated immediately south of the subject property, across (the proposed) Keefer Avenue (**Attachment 2, #10 & 6**).

East of the subject site, across Heather Street, are single-family zoned lots owned by the City and School District No. 38 (Richmond) for the future development of a 4.9 ha (12 ac.) combined neighbourhood park and elementary school site. No date has been set for development of the school, but Council has directed staff to look into a schedule for developing the park. This information should be brought forward for consideration by Council in 2002.

Development Permit Guidelines

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

Staff Comments

Policy Planning

The proposed project is consistent with sub-area, area, and city-wide objectives. It is designed around a large, attractive central open space and maximizes the number of units fronting directly onto public streets. A pedestrian route across the site will help to link the Garden City Road "greenway" (accessible via Jones Road) with the future neighbourhood park/school site. And, the proposed construction of roads around the perimeter of the subject site (i.e. widening of Turnill Street and the joint establishment of Keefer Avenue with Palladium) 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 portion of Keefer Avenue for which the developer is responsible (e.g. from Turnill Street to Heather Street) be added to Richmond's Development Cost Charge (DCC) program, in order that DCC credits may be applied to offset the cost of land and construction. Staff believe this is important as this road (part of an east-west leg of the "ring road") represents a substantial cost to the developer over and above that which will be typically expected of developers in McLennan South, and that without such credits the project will not be feasible.

The applicant has agreed to contribute \$60,000 towards development of the proposed McLennan South neighbourhood park, calculated at \$1,000 per dwelling unit. The developer believes that the residential market does not require indoor amenity space in all its multiple-family projects, and that a contribution towards the neighbourhood park would ultimately be more beneficial to the project's residents and the area at large. Staff are supportive of this proposal as it is consistent with the approach supported by the City in the rezoning of the adjacent Narland site, and it will free up a larger amount of land for on-site open space.

It should be noted here that other McLennan South developers are also interested in contributing to park development rather than providing indoor amenity space (i.e. RZ 01-185781, 490375 BC Ltd., and RZ 01-195763, Palladium Development Corp.). Starting shortly, staff will be undertaking a Richmond-wide study to confirm when and in what form indoor amenity space should be provided in multiple-family residential projects. This study is to be completed by mid-2002, and will be used to update current OCP policies. Applications received after that time for development in McLennan South will be required to conform to the appropriate standards for the provision of indoor amenity space. Until that time, staff will continue to work with developers on a project-by-project basis to determine a practical approach to this issue.

Lastly, the applicant has agreed to contribute \$36,000 towards Richmond's Public Art program (either in the form of a contribution to the Art Reserve or a letter of credit to be applied to a project within the McLennan South neighbourhood park), calculated at 0.60/ft² of buildable area, excluding parking.

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 work to:

- Create variety between building blocks in order to provide more visual interest.
- Ensure that units front on to the central open space to enhance its appearance, usefulness, and security.
- Be sensitive to the scale and siting of the existing two-storey single-family home immediately north of the subject site (fronting on Heather Street).
- Pay special attention to how the cross-site pedestrian trail will be accommodated. The trail is to align with the existing sidewalk along the north side of Jones Road and enter the site via a proposed landscaped plaza/pathway. From there, the trail should follow the north edge of the project's north driveway to Heather Street. Where the trail follows the driveway, a 1.5 m (4.92 ft.) wide sidewalk must be provided, uninterrupted by driveway letdowns (e.g. a continuous roll-over-curb should be provided instead). Landscaping along the length of the trail, including the driveway portion, should include a row of trees. Crosswalks should be provided where the trail crosses public streets and the on-site driveway.
- Ensure that existing trees are retained wherever possible, especially around the perimeter of the site and in the project's central open space.
- 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.
- b) The minimum driveway aisle width should be 6.7 m (22 ft.).

Land Requirements/Road Design:

- a) Both Turnill Street and Keefer Avenue are to be developed with 8.5 m (27.89 ft.) wide roadways, in order that they may accommodate two driving lanes and one parking lane. Turnill and Keefer are to be connected via a 30 m (98.43 ft.) radius bend, measured to the front face of the curb. At the bend, the width of the roadway should be increased to ensure that vehicles are able to pass safely. This increase in roadway width will require corresponding increases in the "typical" right-of-way widths noted below for the straight portions of the two streets.
- b) Along the site's west edge, a 5.5 m (18.04 ft.) wide strip of land should be dedicated for the completion of Turnill Street, to allow for widening of the existing roadway and the addition of a boulevard and sidewalk to match those along the west side of the street.
- c) Along the site's south edge, a 15 m (49.21 ft.) wide right-of-way should be dedicated for the establishment of Keefer Avenue, to accommodate the required roadway, complete with sidewalks and boulevards along both sides.

- d) At the northwest corner of Heather Street and Keefer Avenue, a 4 m by 4 m (13.12 ft. by 13.12 ft.) corner cut should be dedicated.
- *Access:*
 - a) Staff recognize that the sub-area plan encourages that new developments access the "ring road" rather than Heather Street, Ash Street, and Bridge Street. However, in the case of the subject site, driveway access to Heather Street is preferred over this section of the "ring road" given the road layout and the close proximity with the Jones Road intersection.
 - b) A cross-site pedestrian trail should be provided linking Jones Road with the future neighbourhood park/school site.
 - c) Pedestrian access should be provided to the subject site from all three street frontages.

Staff understand that the applicant, Capital West Holdings, has reached an agreement with Palladium Development Corp. (RZ 01-195763) to share the cost of land and construction for Keefer Avenue. While staff are very supportive of this cooperative undertaking, the City is not party to this agreement and, as such, must deal with each development on its own merits. As a result of discussions between the City, Capital West, and Palladium, it has been agreed that the establishment of Keefer Avenue (e.g. dedication and construction of a full 15 m/49.21 ft. wide road) will be a condition of rezoning for BOTH the subject application and that of Palladium. If for any reason one developer does not complete its rezoning, the responsibility for providing Keefer Avenue will fall entirely on the other developer. Staff recognize that this could represent a significant hardship to that developer, but it appears to be the only practical way to reduce the Keefer Avenue right-of-way from 20 m (65.62 ft.) to 15 m (49.21 ft.) and ensure that the road will be wide enough to meet transportation requirements even if just one project goes forward.

Engineering

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

- Consolidation of the subject lots into one parcel, including the rear 55.55 m (182.25 ft.) of 7591 Heather Street and a portion of 7731 Heather Street (north of the proposed Keefer Avenue alignment).
- Dedication of:
 - a) A 15 m (49.2 ft..) strip of land for the establishment of the full width of Keefer Avenue, complete with a 4 m x 4 m (13.1 ft. x 13.1 ft.) corner cut at the northwest corner of Heather Street and Keefer Avenue; and
 - b) A 5.5 m (18.04 ft.) wide strip of land for completion of the east side of Turnill Street; plus
 - c) Any additional right-of-way required to establish the necessary radius corner connecting the two streets as determined by Richmond's Transportation Department.
- Granting of a Public Rights of Passage rights-of-way over the designated public pedestrian route between Jones Road and Heather Street, to be limited to access only (e.g. maintenance is to be the responsibility of the property owner).
- Enter into the City's standard Servicing Agreement for design and construction of:
 - a) The extension of Turnill Street, complete with road widening to create a total roadway width of 8.5 m (27.89 ft.), curb and gutter, a 1.6 m (5.25 ft.) wide treed/landscaped boulevard at the back of curb, decorative "Zed" style street lights, and 1.75 m (5.74 ft.) wide sidewalk along the property line.

- b) The entire 15 m (49.2 ft.) width of Keefer Avenue, complete with an 8.5 m (27.89 ft.) wide roadway, storm sewer, curbs and gutters, 1.35 m (4.43 ft.) wide treed/landscaped boulevards, 1.75 m (5.74 ft.) wide sidewalks, decorative "Zed" street lights, plus all roadworks required to complete the bend connecting Keefer Avenue to Turnill Street.
- c) The west side of Heather Street along the subject site's entire frontage, complete with road widening, curb and gutter (with the back of curb to be set 6.16 m/20.21 ft. off the property line), 1.5 m (4.92 ft.) wide treed/landscaped boulevard, 2.6 m (8.53 ft.) wide utility corridor, 1.75 m (5.74 ft.) wide sidewalk, and decorative "Zed" street lights.

Analysis

Rezoning of the subject site, as proposed, is consistent with Richmond's goals and objectives for development of the City Centre and with Official Community Plan projections for population growth. The project's proposed 2½ storey buildings appear to meet the sub-area plan's intent with regard to building scale, and its proposed net density of 0.69 floor area ratio (FAR), though higher than the area's base density of 0.6 FAR, seems to fit comfortably on the site and still allow for the creation of a large, central open space. In addition, the proposed development will provide an extensive stretch of roadway linking Jones Road with Heather Street via Keefer Avenue and the widening of a portion of Turnill Street. This new road link 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.

Due to the substantial amount of roadwork required of the subject development, the applicant and staff explored various means to offset costs. Three key strategies were identified in order to make the project financially feasible:

- The developer, with the assistance of staff, will partner with Palladium Development Corp., the developer of an adjacent site, to share the cost of establishing Keefer Avenue;
- The developer will contribute money towards neighbourhood park development in lieu of providing on-site indoor amenity space, thus, reducing the project's development costs and freeing-up more area for open space; and
- Staff will recommend that Keefer Avenue, between Turnill Street and Heather Street, be added to Richmond's Development Cost Charge (DCC) program, in order that the developer may receive DCC credits towards Keefer Avenue's land and construction costs.

With regard to the site's proposed zoning, Comprehensive Development District (CD/126) 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 townhouse areas. As mentioned earlier, McLennan South is currently the site of seven rezoning applications for townhouses. Of these, two are for just seven units and involve sites of less than 1,350 m² (0.33 ac.). The others range upwards from roughly 20 units to 94 units. Following is a comparison of the subject site's proposed zoning, CD/126, and the three adjacent higher-density townhouse sites (e.g. site designated for a base density of 0.75 FAR).

ITEM	#5 RZ 01-116358 "Capital West" Heather Street CD/126	#6 RZ 01-185781 "490375 BC Ltd" Garden City CD/127	#10 RZ 01-195763 "Palladium" Heather/ Blundell	#1 RZ 97-115914 "Narland" Jones/Garden City CD/76
<i>Density (FAR)</i>	0.69	0.78	0.86 (0.80)	0.93 (0.82)
<i>Lot Coverage</i>	46%	40%	39% (40%)	42%
<i>Minimum Setbacks</i> - Garden City Rd	N/A	9 m (29.53 ft.) including "greenway" 6 m (19.69 ft.) including "greenway"	N/A	3 m (9.84 ft.) in addition to "greenway"
- Arterial Connectors	N/A	N/A	N/A	4.57 m (14.99 ft.)
- East/West "Ring Road"	6 m (19.69 ft.)	N/A	+/-4.57 m (14.99 ft.)	N/A
- Other Roads	6 m (19.69 ft.)	6 m (19.69 ft.)	4.5 m (14.76 ft.)	6 m (19.69 ft.)
- Side & Rear	3 m (9.84 ft.)	+/-1.5 m (4.92 ft.)	6 m (19.69 ft.)	5.5 m (18.05 ft.)
<i>Maximum Heights</i> - Dimension	12 m (39.370 ft.)	11 m (36.09 ft.) 12 m (39.370 ft.)	12 m (39.370 ft.)	12 m (39.370 ft.)
- No. of Storeys	2½	3	3	3
<i>Parking Spaces/Unit</i> - Residents	1.5	2.0 (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 type face 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. Turnill 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. While its site coverage is greater than that of the adjacent higher density townhouse sites, its site configuration and three road frontages lend themselves to the creation of a highly efficient layout that maximizes on-site open space. Likewise, although the maximum height permitted on the subject site is the same as its higher density neighbours, staff believe that its 2½ storey form will make it distinct. On this basis, staff believe that the proposed zoning district, CD/126, is well suited to the subject site and the challenges of providing a substantial amount of road dedication. Furthermore, the project's consistency with sub-area plan policies and with other townhouse projects nearby provides a much needed measure of "predictability" in this challenging and rapidly changing community.

Financial Impact

Staff recommend that Keefer Avenue, between Turnill Street and Heather Avenue, be added to Richmond's Development Cost Charge (DCC) program in order that credits may be provided towards the cost of land and construction incurred by the subject development.

Conclusion

This application is in conformance with city-wide, City Centre, and McLennan South objectives for residential growth and development. Proposed road works, park and public art contributions, and pedestrian trail development will enhance the livability of the site and its neighbours and help to support the development of adjacent properties. Rezoning of the subject site to Comprehensive Development District (CD/126) merits favourable consideration.



Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:sk

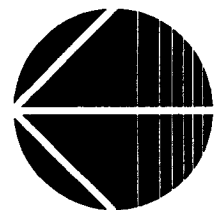
There are requirements to be dealt with prior to final adoption of rezoning:

Legal requirements, specifically:

- Consolidation of the subject lots into one parcel, including the rear 55.55 m (182.25 ft.) of 7591 Heather Street and a portion of 7731 Heather Street (north of the proposed Keefer Avenue alignment).
- Dedication of:
 - a) A 15 m (49.2 ft.) strip of land for the establishment of the full width of Keefer Avenue, complete with a 4m x 4m (13.1 ft. x 13.1 ft.) corner cut at the northwest corner of Heather Street and Keefer Avenue; and
 - b) A 5.5 m (18.04 ft.) wide strip of land for completion of the east side of Turnill Street; plus
 - c) Any additional right-of-way required to establish the necessary radius corner connecting the two streets as determined by Richmond's Transportation Department.
- Granting of a Public Rights of Passage rights-of-way over the designated public pedestrian route between Jones Road and Heather Street, be limited to access only (e.g. maintenance is to be the responsibility of the property owner).
- Enter into the City's standard Servicing Agreement for design and construction of:
 - a) The extension of Turnill Street, complete with road widening to create a total roadway width of 8.5 m (27.89 ft.), curb and gutter, a 1.6 m (5.25 ft.) wide treed/landscaped boulevard at the back of curb, decorative "Zed" style street lights, and 1.75 m (5.74 ft.) wide sidewalk along the property line.
 - b) The entire 15 m (49.2 ft.) wide Keefer Avenue, complete with an 8.5 m (27.89 ft.) wide roadway, storm sewer, curbs and gutters, 1.35 m (4.43 ft.) wide treed/landscaped boulevards, 1.75 m (5.74 ft.) wide sidewalks, decorative "Zed" street lights, plus all roadworks required to complete the bend connecting Keefer Avenue to Turnill Street.
 - c) The west side of Heather Street along the subject site's entire frontage, complete with road widening, curb and gutter (with the back of curb to be set 6.16 m/20.21 ft. off the property line), 1.5 m (4.92 ft.) wide treed/landscaped boulevard, 2.6 m (8.53 ft.) wide utility corridor, 1.75 m (5.74 ft.) wide sidewalk, and decorative "Zed" street lights.

Development requirements, specifically:

- Demolition of any existing structures on the subject properties.
- \$60,000 towards development of the proposed McLennan South neighbourhood park.
- \$36,000 towards Richmond's Public Art program (either in the form of a contribution to the Art Reserve or a letter of credit to be applied to a project within the proposed McLennan South neighbourhood park).
- Processing of a Development Permit application to a satisfactory level, as determined by the Manager of Development Applications.

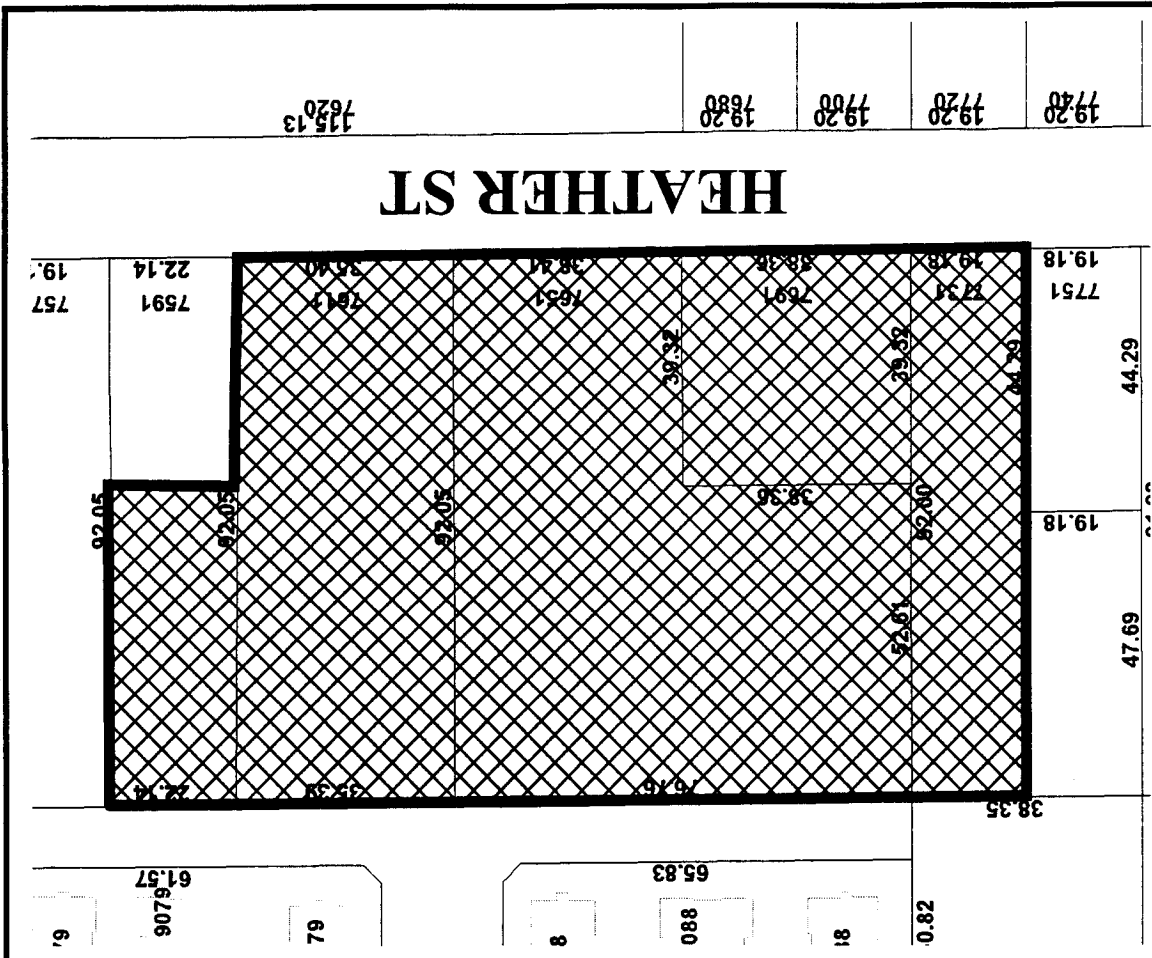
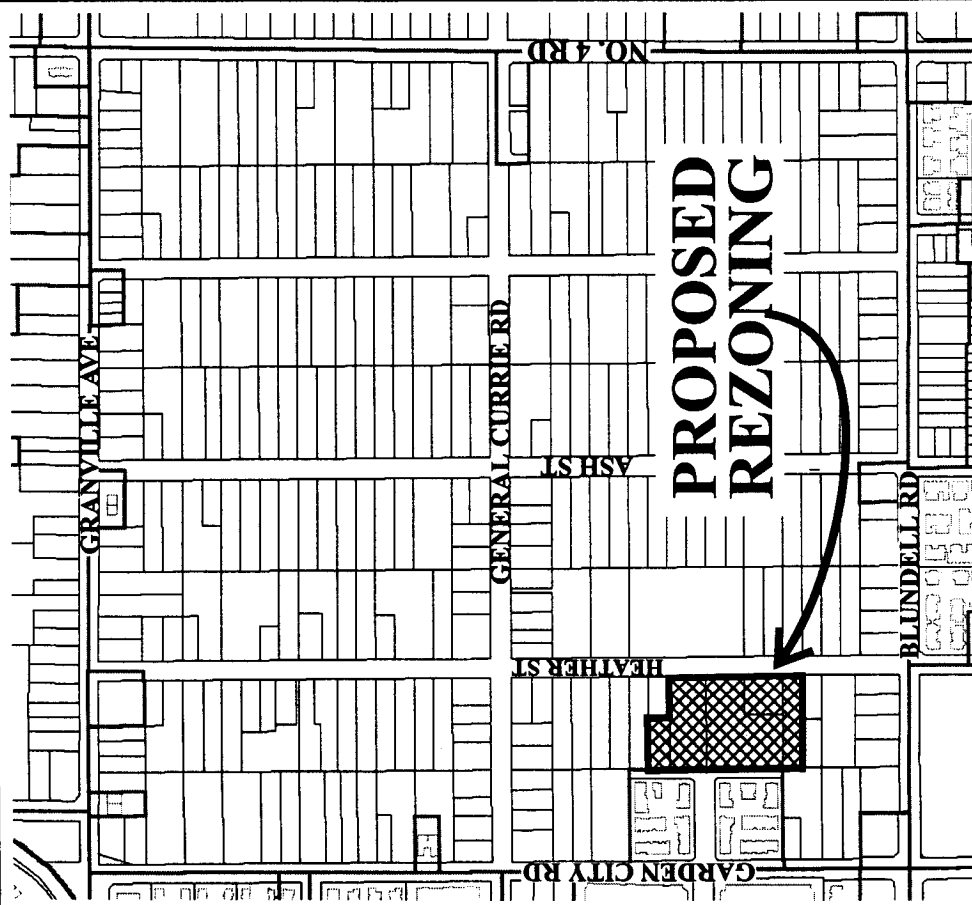


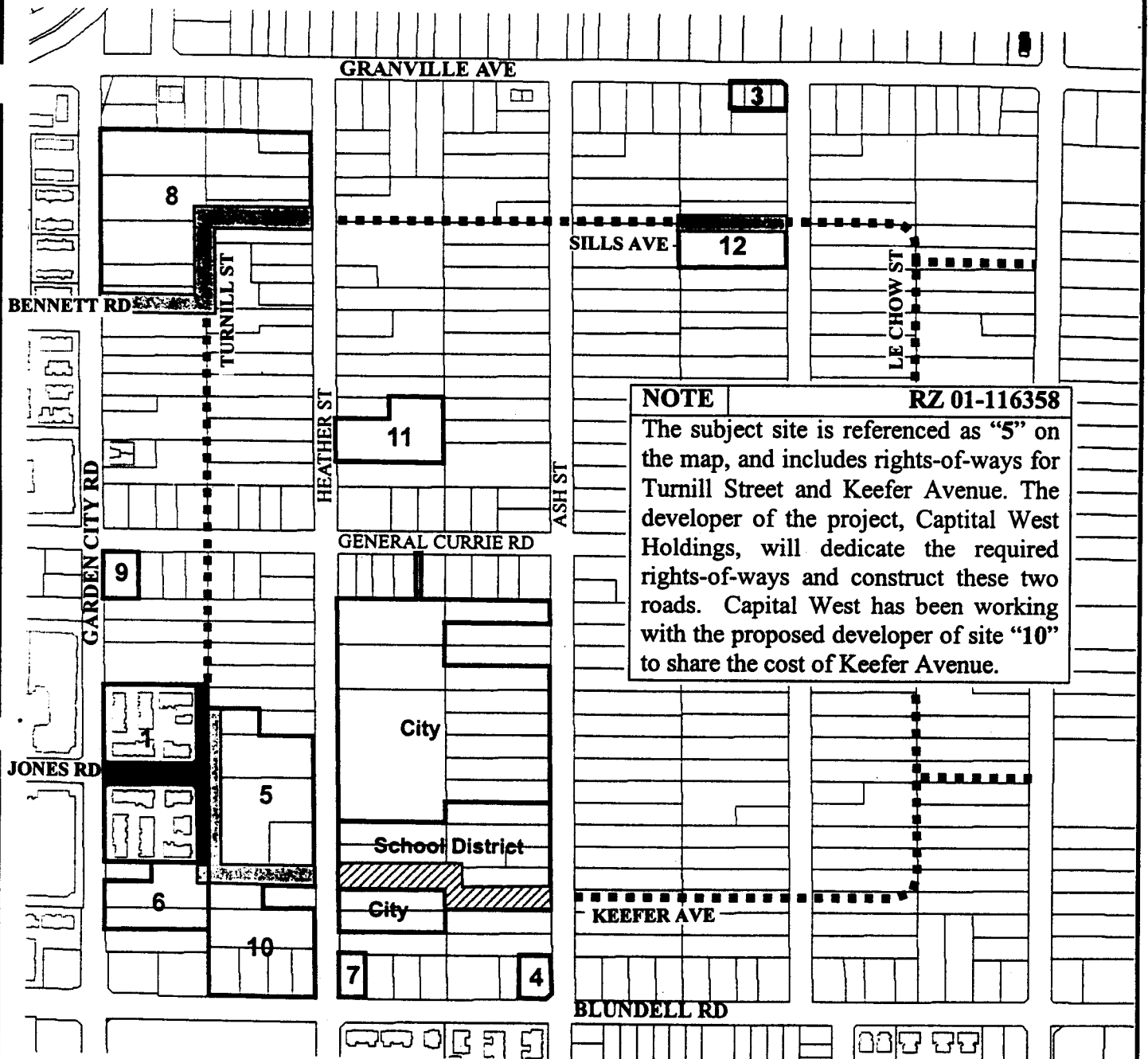
Original Date: 04/18/01
Revision Date: 11/16/01
Note: Dimensions are in METRES

RZ 01-116358







City of Richmond





"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

15-4-6 170








Original Date: 09/28/01

Revision Date:

Note: Dimensions are in METRES

Attachment 1

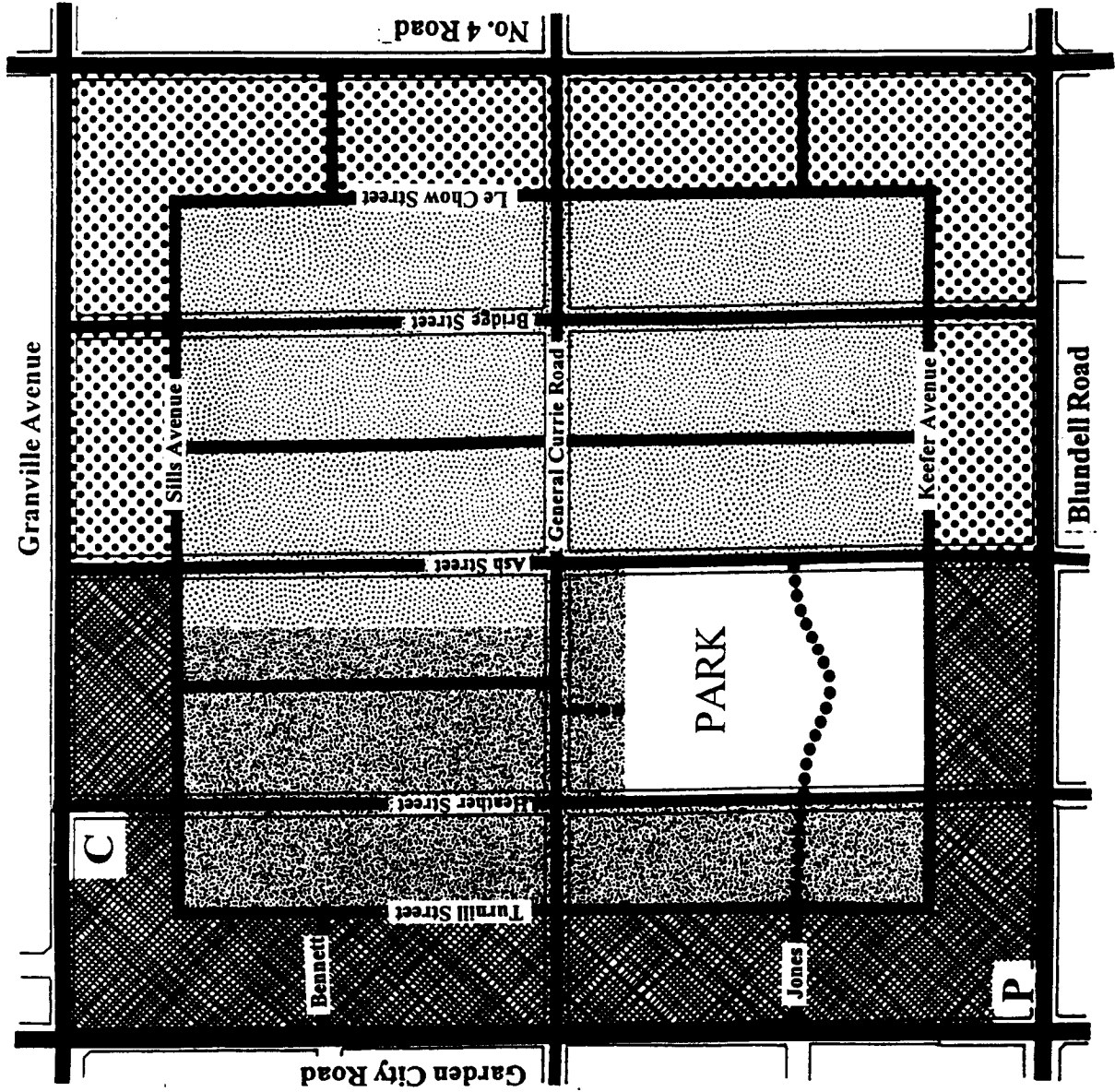
Land Use

-  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
-  Church
-  Neighbourhood Pub

McLennan South Sub-Area
Official Community Plan



Original Adoption: March 15, 1999



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

STATISTICS:

100% RELATIVE STREET FRONTAGE

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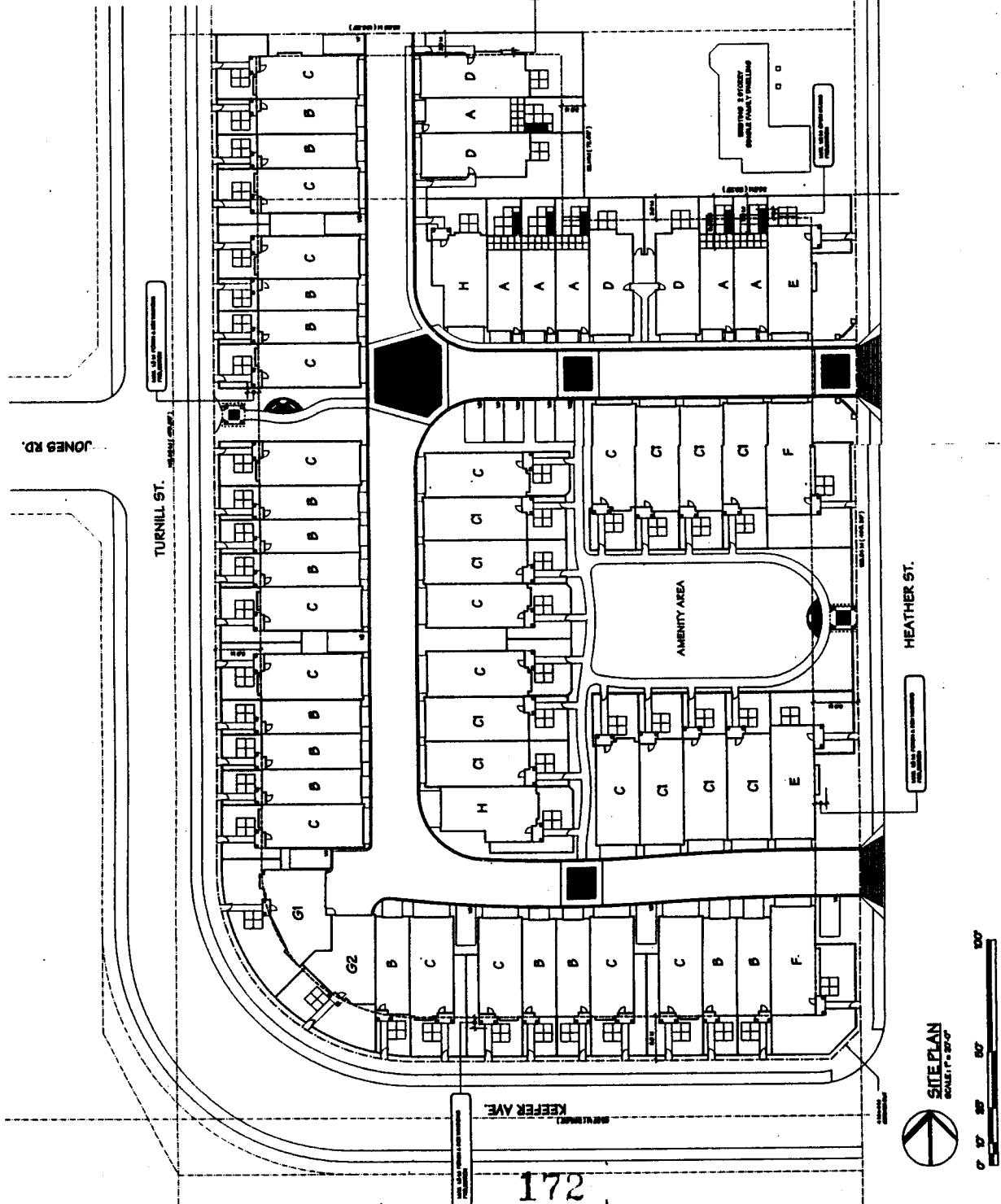
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SITE PLAN
SCALE: 1" = 30'-0"



PROJECT	100% RELATIVE STREET FRONTAGE
DATE	10/1/2010
BY	10/1/2010
CHECKED	10/1/2010
APPROVED	10/1/2010
PROJECT	100% RELATIVE STREET FRONTAGE
DATE	10/1/2010
BY	10/1/2010
CHECKED	10/1/2010
APPROVED	10/1/2010

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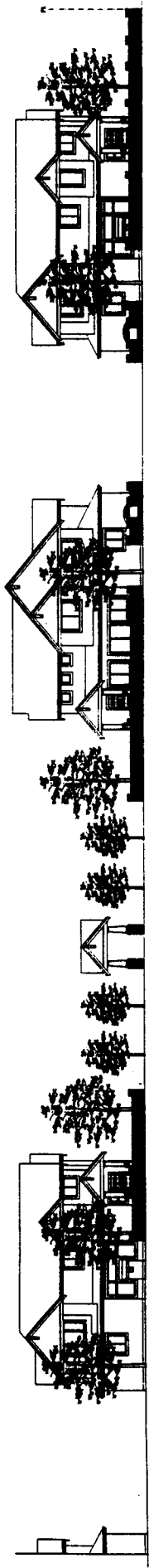
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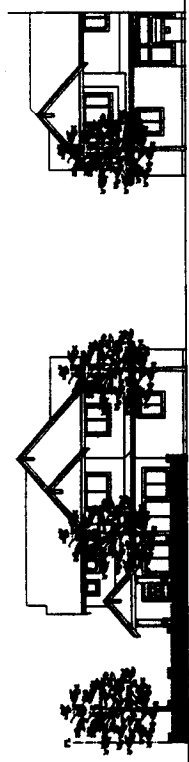
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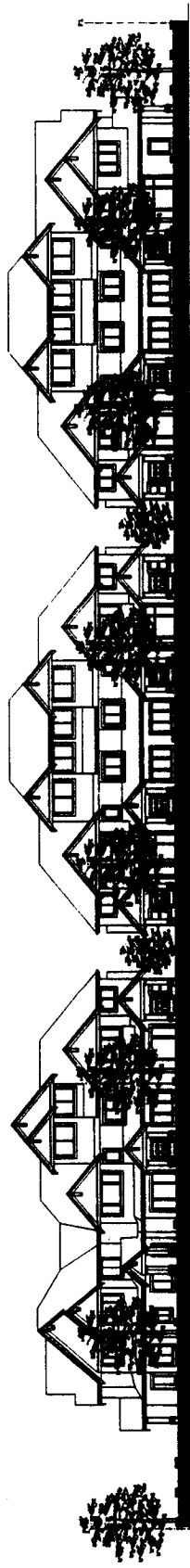
100% RELATIVE STREET FRONTAGE



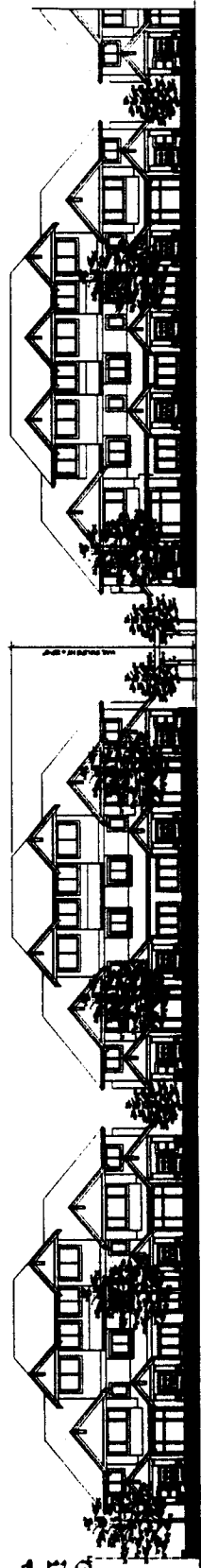
EAST ELEVATION (HEATHER ST.)



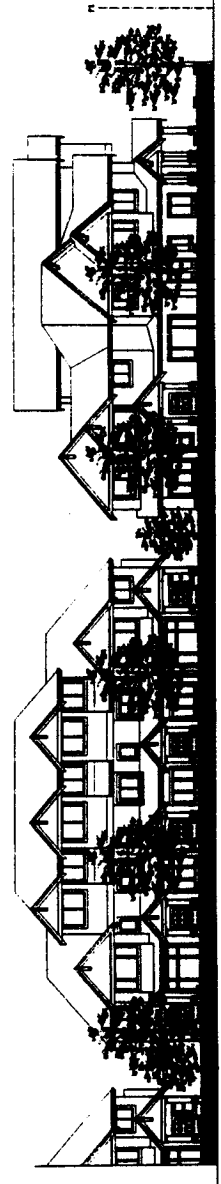
EAST ELEVATION (HEATHER ST.)



SOUTH ELEVATION (DEERE AVE.)



WEST ELEVATION (TURNBULL ST.)



WEST ELEVATION (TURNBULL ST.)

DATE	10/10/2011
DESIGNED BY	YAMAMOTO ARCHITECT INC.
CHECKED BY	

PROJECT
TOWNHOUSE DEVELOPMENT
44 UNIT

FROM: 10/10/2011
YAMAMOTO ARCHITECT INC.
1000 W. 10TH AVE. SUITE 200
DENVER, CO 80202

SCALE: 1/8" = 1'-0"
DATE: 10/10/2011
ELEVATIONS

DATE	10/10/2011
BY	YAMAMOTO ARCHITECT INC.
CHECKED BY	
PROJECT NO.	1000
SHEET NO.	02
TOTAL SHEETS	02



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7306 (RZ 01-116358)
7611, 7651, 7691, AND PORTIONS OF 7591 AND 7731 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 291.126 thereof the following:

"291.126 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/126)

The intent of this zoning district is to accommodate townhouses.

291.126.1 PERMITTED USES

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

291.126.2 PERMITTED DENSITY

.01 Maximum Floor Area Ratio:

0.69, 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 (538.213 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.

291.126.3 MAXIMUM LOT COVERAGE: 46%

291.126.4 MINIMUM SETBACKS FROM PROPERTY LINES

.01 Public Road: 6 m (19.685 ft.)

EXCEPT THAT porches, balconies, bay windows, entry stairs, and cantilevered roofs forming part of the principal **building** may project into the **public road** setback for a distance of not more than 2 m (6.562 ft.);

AND FURTHER EXCEPTING THAT gateways, pergolas, and similar landscape **structures** that do not form part of the principal **building** may be located within the **public road** setback, but shall be no closer to a **property line** than 2 m (6.562 ft.).

.02 Side & Rear Property Lines: 3 m (9.843 ft.)

EXCEPT THAT bay windows, entry stairs, and cantilevered roofs forming part of the principal **building** may project into the **side and rear yards** for a distance of not more than 1.2 m (3.937 ft.).

291.126.5 MAXIMUM HEIGHTS

.01 Buildings: 12 m (39.370 ft.), but containing no more than 2½ storeys.

.02 Structures: 12 m (39.370 ft.)

.03 Accessory Buildings: 5 m (16.404 ft.)

291.126.6 MINIMUM LOT SIZE

.01 A building shall not be constructed on a lot which is less than 0.405 ha (1.0 ac.) in size.

291.126.7 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/126)**.

P.I.D. 000-486-230

West 55.55 m of Lot 1 Section 15 Block 4 North Range 6 West New Westminster District Plan 67618

P.I.D. 000-486-256

Lot 2 Section 15 Block 4 North Range 6 West New Westminster District Plan 67618

P.I.D. 011-232-889

Lot "A" Section 15 Block 4 North Range 6 West New Westminster District Plan 7477

P.I.D. 002-077-060

Lot "B" Section 15 Block 4 North Range 6 West New Westminster District Plan 7477

P.I.D. 011-492-031

North 19.18 m of Lot 1 Section 15 Block 4 North Range 6 West New Westminster District Plan 78290

3. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7306**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CITY CLERK

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