



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development

Date: July 2, 2008
File: 08-4430-01/2008/Vol 01

Re: Small Lot Residential Zoning – Single-Family Housing District (R1-0.6)

Staff Recommendation

That Bylaw No. 8370, which amends Zoning and Development Bylaw 5300, be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

EL/WC:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:		CONCURRENCE	
Building Approvals		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
REVIEWED BY TAG		REVIEWED BY CAO	
YES <input checked="" type="checkbox"/> <i>GT</i> NO <input type="checkbox"/>		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
		<i>Acting</i> <i>Mike Rul</i>	

Staff Report

Origin

On September 6, 2006, Council passed the following referral motion:

"That staff, with regard to smaller sized lots, examine the square footage of each home to be constructed on those lots, and the maximum usage, and prepare a report to the Planning Committee on these matters."

A report on Small Lot Residential Zoning (**Attachment 1**) was presented to Planning Committee on January 8, 2008 in response to this motion. This report identified eight (8) recommendations on proposed changes to the R1-0.6 zone.

On January 14, 2008, Council passed the following referral motion:

"That staff bring forth final recommendations on the "Single-Family Housing District (R1-0.6)", based on the input from the GVHBA and UDI."

This report responds to the second referral by bringing forward an amendment to Single-Family Housing District (R1-0.6).

Analysis

The Small Lot Residential Zoning Report and the recommended amendments to the Single-Family Housing District (R1-0.6) (**Attachment 1**) were referred to the Greater Vancouver Home Builders Association (GVHBA) and Urban Development Institute (UDI) for comment and discussion. The comments from GVHBA and UDI are similar in content and can be found in **Attachment 2** and **Attachment 3** respectively.

Staff also met with representatives for the local single-family homebuilders who are not members of either GVHBA or UDI to discuss the proposed amendments to the Zoning and Development Bylaw 5300. A copy of the correspondence received in response to this meeting can be found in **Attachment 4**.

The initial staff report recommended eight (8) amendments to the existing R1-0.6 zoning district. The following section of this report outlines these original recommendations, the comments received from the stakeholder groups (*in italic*) and a final staff recommendation (*in bold italic*).

Recommendation #1: Reduce the area of the lot that the 0.6 FAR applies to from 464.5 m² (5,000 ft²) to 360 m² (3,875 ft²)

GVHBA & UDI: An affordable product will not be possible if the FAR is reduced. The FAR allocation of 464.5 m² (5,000 ft²) was originally granted to compensate for the higher costs to build in Richmond due to long rezoning and subdivision application processes, and the required laneway dedication.

Local Builders: The additional FAR is used to offset the loss of land for lane establishment. The Neighbourhood Improvement Charges (NIC charge) is exempted when the builder is required to construct the lane. In the case that a municipal lane already exists there is no need to build a new one and NIC charge should not

be required. Builders would agree to reduce FAR if the NIC charge requirement is eliminated.

Staff Comments: *The increased FAR permitted in the R1-0.6 district (0.60 FAR vs. 0.55 FAR in R1 zone) is intended to off-set the loss of land area associated with lane dedication, the construction cost of the laneway, and the smaller lot sizes. No NIC charges are required when a new laneway is to be constructed by the developer. NIC charges are required for future upgrades when a municipal lane is already in place as most laneways in redevelopment areas (along arterial roads) require upgrades to adequately service the added density.*

Staff understand that builders would like to maintain the existing FAR provisions and feel that the other recommended changes will result in improved house designs without adversely impacting the total house size.

Staff recommend keeping the maximum lot area that the 0.6 FAR could apply to at the current maximum of 464.5 sq.m (5,000 sq.ft.).

Recommendation #2: Reduce the FAR exemption for garage and accessory buildings from 50 m² (538 ft²) to 45 m² (485 ft²)

GVHBA & UDI: *No specific concern.*

Local Builders: *With the inclusion of mandatory secondary suites (and extra parking space for the secondary suite) on properties along arterial roads (i.e. no street parking), the extra garage size is needed to accommodate a 3-car garage (2 tandem parking space with one on the side).*

Staff Comments: *A secondary suite is not mandatory for small lot developments. Under the Interim Affordable Housing Strategy for Single Family Developments, developers have an option to provide either a secondary suite on all lots that are being rezoned but not subdivided and at least 50% of any lots that are being rezoned and subdivided, or a cash contribution based on \$1 per square foot of building area for the developments to the Affordable Housing Reserve.*

Should a developer opt to provide a secondary suite on lot fronting an arterial road (where no street parking is available), a third parking stall is required for the exclusive use of the secondary suite. However, there are no provisions in the bylaw to require this parking stall be provided within a garage. Therefore, this parking space can be provided on the driveway (leading to an attached garage) or beside a detached garage (when the lot is wider than 10.05 m).

Staff recommend the FAR exemption for garage and accessory building be reduced to 45 m² (485 ft²) as the reduced garage area will still accommodate side-by-side parking of two vehicles.

Recommendation #3: Restrict the additional 10% of the maximum FAR for covered areas open to two (2) or more sides to ground-oriented porches

Staff Comments: No concerns are raised by the land development industry.

Staff recommend this additional FAR be limited to ground-oriented porches, which improve streetscape without increasing the building mass.

Recommendation #4: Change rear yard setback provisions to clarify that if the garage is attached to the principal building, the minimum rear yard setback shall be 6.0 m (20 ft.)

GVHBA & UDI: Garage setback from the rear lane should be maintained at 1.2 m. A connection between the principal building and the detached garage should be allowed provided that the width of the connection is not wider than 40% of the lot width.

Local Builders: Garage setback to rear lane should be maintained at 1.2 m.

Staff Comments: Rear yard setback for a detached garage is maintained at 1.2 m. Rear yard setback for an attached garage is maintained at 6.0 m.

Staff feel that the main purpose of the connection between the principal building and the detached garage is to provide a weatherproof linkage between the 2 structures and staff have no objection to such a connection.

Staff feel that a connection with a maximum width of 40% of the principal building width would achieve this physical connection while still enable a private rear yard to be provided. In the case for a 9 m wide lot, the connection would be 2.64 m (8.66 ft.) wide.

The height of this connection will also be restricted to a single storey. Therefore, the second floor of the principal building would be setback more than 6 m from the rear property line (i.e. 1.2 m rear yard setback + length of detached garage + length of connection). Staff understand that the Single-Family Home builders have no objections to this restriction.

Recommendation #5: Reduce the lot coverage for buildings, structures and non-porous surfaces from 80% to 70%

GVHBA & UDI: The minimum lot coverage for landscaping with live plant materials should be maintained at 20% due to sustainability of plant material within the narrow side yards.

Local Builders: The reduction in hard surface could also be achieved through the design of the homes.

Staff Comments: Staff understand the concern regarding sustainability of live plant material on the side yards and recommend that the minimum lot coverage for landscaping with live plant material be maintained at 20%. However, the lot coverage for buildings, structures, and non-porous surfaces will be reduced to 70%. This reduction would encourage the use of permeable pavers instead of asphalt driveway, gravels with stepping stone instead of

concrete walkway along the sides of the dwelling, and landscaped courtyard instead of deck and paved patio to increase lot permeability and liveability.

Recommendation #6: Restrict the maximum driveway width to 6 m (20 ft.)

Staff Comments: No concerns are raised by the land development industry.

Staff recommend the maximum driveway width be restricted to 6 m (20 ft.) which is adequate to provide side-by-side parking of two vehicles.

Recommendation #7: Require a small private outdoor space with a minimum area of 20 m² (215 ft²) and a minimum depth and width of 3 m (10 ft.) outside the front yard setback

GVHBA & UDI: Front yard setback should be reduced to 3.0 m provided that no projections into the setback are permitted. With the garage setback at 1.2 m from the rear yard, private outdoor amenity space in the rear yard should be increased to 30 m².

Local Builders: We understand the need for more green space; however, these lots are very small. The front yards are landscaped well; to require a space like that in the rear yard just might not be possible without adversely impacting the home and the design.

Staff Comments: R1-0.6 applies to properties along sectional line roads. Reducing the front yard setback of the principal building to 3 m (10 ft.) would degrade the liveability of these dwelling. Eliminating all projections (i.e. porches, verandas, bay windows, etc. forming part of the principal building) into the front yard setback would discourage design variety and pedestrian-oriented streetscapes. Therefore, staff do not support the recommendation to reduce the front yard setback.

The Private Open Space maybe located between the principal building and the detached garage, beside a detached garage, beside the driveway leading to an attached garage, or on a courtyard wrapped around by the building.

The Comprehensive Development (CD/61) zoning district used in the Odlin Area requires 40 sq.m of private outdoor space free of accessory buildings, structures, covered walkways, and non-porous surfaces on the back yard of a similar sized lot (min. 270 sq.m) since June 2002. Staff anticipate this requirement would trigger a new housing design along arterial road which will improve site permeability, landscaping opportunities, and liveability of these lots.

Staff recommend a private outdoor space with a minimum area of 20 m² (215.3 ft²) and a minimum width and depth of 3.0 m (9.8 ft.), unobstructed by any buildings, structures, projections, and off-street parking, and located outside of the front yard be required.

Recommendation #8: Increase the minimum building separation from 1.2 m (3.9 ft.) to 3 m (10 ft.)

GVHBA & UDI: Separations between principal buildings and detached garages should be required in order to avoid tunnel effect and over-shadowing.

Local Builders: We would like staff to show us exactly how this would work.

Staff Comments: Building Separation is recommended to be 3.0 m between the principal building and any accessory buildings of more than 10 m² (107.6 ft²) (i.e. a detached garage). This area should be unoccupied and unobstructed by buildings except for cantilevered roofs, balconies, unenclosed fireplaces and chimneys which may project into the building separation space for a combined total distance of 1 m (3.281 ft.) or one-half the width of the required building separation space, whichever is the lesser.

Financial Impact

None.

Conclusion

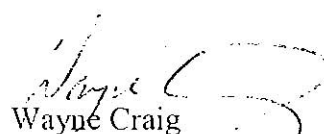
Planning Committee and Council have asked staff to examine compact lot single-family zoning regulations with specific focus on the maximum size of homes and the maximum lot coverage permitted on those lots. A study has been completed and staff recommendations have been reviewed by the Greater Vancouver Home Builders Association (GVHBA) and Urban Development Institute (UDI) as well as the representatives of local single-family homebuilders who are not members of either GVHBA or UDI.

Staff have examined the implications of the recommendations by the land development industry and propose to amend the provisions of the Single-Family Housing District (R1-0.6).



Edwin Lee
Planning Technician – Design
(Local 4121)

EL/WC:blg



Wayne Craig
Program Coordinator - Development
(Local 4625)

Attachment 1: Small Lot Residential Zoning Report dated December 3, 2007

Attachment 2: E-mail from Urban Development Institute (UDI)

Attachment 3: Letter from Greater Vancouver Home Builders Association (GVHBA)

Attachment 4: E-mail from Raman Kooner – Richmond Single-Family Home Builder



City of Richmond

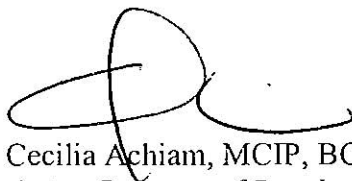
Report to Committee

To: Planning Committee
From: Cecilia Achiam
Acting Director of Development
Re: Small Lot Residential Zoning

Date: December 3, 2007
File: 08-4430-01/2007-Vol 01

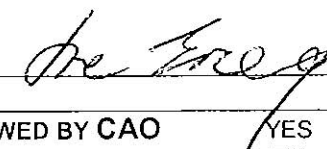
Staff Recommendation

1. That the Staff Report dated December 3, 2007, from the Director of Development regarding Small Lot Residential Zoning, be referred to the Greater Vancouver Home Builders Association (GVHBA) and the Urban Development Institute (UDI) for comment and discussion; and
2. That staff bring forth final recommendations on the "Single-Family Housing District (R1-0.6)", based on the input from the GVHBA and UDI.



Cecilia Achiam, MCIP, BCSLA
Acting Director of Development

EL/WC:blg

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ROUTED TO:		CONCURRENCE		CONCURRENCE OF GENERAL MANAGER	
Engineering/Planning.....		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
REVIEWED BY TAG		YES <input type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

At the September 6, 2006 Public Hearing, the following referral motion was made:

- “(1) That staff examine and set a standard for the types of soil to be used for infill on properties, and*
- (2) That staff, with regard to smaller sized lots, examine the square footage of each home to be constructed on those lots, and the maximum usage, and*
prepare a report to the Planning Committee on these matters.”

The purpose of this report is to respond to these two referral motions.

PART I – Residential Fill Deposit Quality

Finding of Facts

At the present time, City staff does not have the ability to enforce any standards regarding the quality or quantity of fill material that may be deposited onto Richmond properties. It was identified in a recent Report to the Community Safety Committee regarding the Revised Soil Removal and Fill Deposit Regulation Bylaw No. 8094 that the City is not legislatively permitted to prohibit the deposit of soil or other material by reference to its quality.

Recent experience with the Revised Soil Removal and Fill Deposit Bylaw, adopted by Council on November 13, 2007, has made it readily apparent that neither the Minister of the Environment or the Minister of Energy, Mines and Petroleum Resources will endorse any City of Richmond bylaw which attempts to regulate the deposits of soil fill based on its quality.

Analysis

Upon adoption of the recently endorsed Flood Plain Management Bylaw (granted Third Reading on November 26, 2007) and in response to the on-going issues related to perimeter drainage, tree retention and residential building heights, the Building Approvals Department will be requesting and reviewing a Lot Grading Plan as part of the Building Permit review process. Requiring a Lot Grading Plan will enable staff to determine the average finished site grade and control the quantity of fill being placed on a property.

Recommendation

The Building Approvals Department will be requiring a Lot Grading Plan as part of the Building Permit review process for single-family homes where fill is being utilized to manipulate existing site grades. This lot grading plan review will enable Building Approvals staff to monitor the amount and location of fill deposited on residential lots.

Should City staff become aware of any potential soil quality issues during the redevelopment phase, that information will be forwarded to the Province for appropriate action since legislative authority regarding the quality of fill material rests within provincial jurisdictions.

PART II – Small Lot Residential Zoning

This part of the report will focus on Single-Family Housing District (R1-0.6) since the referral motion was initiated as part of a single-family redevelopment application along an arterial road and the Single-Family Housing District (R1-0.6) zone is the most commonly applied zone for this type of development. Similar amendments for other single-family zoning districts will be investigated should the concept be accepted by Council.

Background

Single-Family Housing District (R1-0.6) was created in 2003 under the provision of the Arterial Road Redevelopment Policy so that single-family housing could be built with a density of 0.6 Floor Area Ratio (FAR) for properties along arterial roads where lanes are required.

The Single-Family Housing (R1-0.6) zoning district is modelled after Single-Family Housing District (R1). However, R1-0.6 permits a higher density (0.60 maximum FAR vs. 0.55 maximum FAR in R1) and higher maximum lot coverage (50% vs. 45% in R1). R1-0.6 also differs from the R1 district in that it:

- permits porches and verandas to encroach into the front yard setback;
- allows bay windows, fire places, and chimneys forming part of the principal building to encroach into the front, rear, and side yard;
- permits dormers within the building height envelope;
- allows a garage accessed from the rear lane and located within 1.2 m (4 ft.) of the rear property line. This garage may be connected to the principal building through an enclosed room; and
- permits crawl spaces under 0.914 m (3 ft.) in height to be excluded from the FAR calculations.

The intent of Single-Family Housing District (R1-0.6) is to accommodate infill single-family housing developments along arterial roads where lane dedications are required. The purpose of the additional density (from 0.55 to 0.60 FAR) was to improve the feasibility of the redevelopment given the required lane dedication and smaller lot sizes. More flexible development regulations were established to allow for better utilization of land, to encourage design variety and pedestrian-oriented streetscapes while attempting to avoid construction of sterile box houses. Recently, many concerns have been raised regarding these compact lot developments. Both Council and staff feel that the intent of the R1-0.6 zoning district may not be achieved under the current approach.

Analysis

Staff have reviewed a number of recently completed compact single-family residential developments and the information received from public in response to rezoning applications on sites along arterial roads with lane access. Staff feel the perceived problem areas within the Single-Family Housing (R1-0.6) zoning district may be grouped into the following categories:

House Size and Building Massing

Through an examination of recent building permits for Single-Family Housing District (R1-0.6) zoned lots, staff have identified the following R1-0.6 zoning provisions as key contributors to overall house size and building mass.

- *Floor Area Ratio (FAR)* – The FAR regulates the overall size of building by specifying a maximum ratio of building floor area to lot area. The R1-0.6 district permits a 0.6 FAR applied to a maximum of 464.5 m² (5,000 ft²) of lot area with a 0.3 FAR applied to the balance of the lot area in excess of 464.5 m² (5,000 ft²). The increased FAR permitted in the R1-0.6 district (0.60 FAR vs. 0.55 FAR in R1) is intended to off-set the loss of land area associated with lane dedication and the smaller lot sizes. The current FAR provisions warrant review in light of the revised Arterial Road Redevelopment Policies adopted by Council in June, 2006 and concerns related to overall house size.
- *Garage Size* – The R1-0.6 zoning district permits a garage area up to a maximum of 50 m² (538 ft²) to be excluded from the calculation of FAR. The 50 m² (538 ft²) garage FAR exemption is intended to enable a single-family home to provide for enclosed storage for two (2) vehicles without adversely impacting the habitable area of a single-family house. The 50 m² (538 ft²) garage exemption is consistent with that provided in the R1 district. This clause is consistently being used to facilitate garages built to the maximum FAR exemption.
- *Covered Porches and Decks* – An additional 10% of the maximum FAR is allowed, provided that it is used exclusively for covered areas open on one or more sides (i.e. covered entry porches, sun decks or patios). The intent of permitting this additional FAR was to encourage the provision of covered entry porches, which enhance building articulation and streetscape appearance. Designers are currently using this clause to build covered decks above the ground floor of the dwellings, which increases the bulk of the building. Designers are also using this clause to build covered patio on the side of the dwelling. These areas are usually very dark as it is only open to the narrow side yard and used for outdoor storage. Furthermore, these two types of covered areas can also be designed to be easily enclosed at a later date.

- *Building Setbacks* – The R1-0.6 district permits a single storey detached garage to be located a minimum 1.2 m (4 ft.) from the rear property line abutting the lane. An additional setback provision intended to enable an enclosed room between a detached garage and the house is now being used by designers to build houses that extend along the ground floor from the 6 m (20 ft.) front yard setback to within 1.2 m (4 ft.) of the rear property line. The reduced rear yard setback for a detached garage was intended to enable a small rear yard between the house and the garage to be provided. As this is not being achieved, the rear yard setback provisions need to be revisited.

Lot Coverage

The lot coverage provisions within the Single-Family Housing District (R1-0.6) enable 50% of the lot area to be covered by buildings and structures and 80% of the lot area to be covered by a combination of buildings, structures and non-porous surfaces. These two (2) provisions are intended to limit a building footprint and the amount of hard surfacing on a lot. Staff have recently received concerns on the current lot coverage provisions as they relate to the amount of hard surfacing on a lot, which effectively reduces landscaping opportunities.

Landscaping & Private Outdoor Space

Site landscaping has numerous benefits, including improving site aesthetics and water permeability while also providing ecological benefits to the City as a whole. The Arterial Road Redevelopment Policies contained within the Official Community Plan (OCP) require that a landscape plan for the front yard be provided as part of the approval process for single-family rezoning applications along arterial roads. While the landscape plan requirement addresses streetscape appearance along the arterial road, an additional requirement for private outdoor space outside front yard warrants consideration.

Some of the house designs currently being built on compact lots have no private back yards. Where space is available for a private backyard, this area is often entirely paved with hard surfaces. A private outdoor space, outside the front yard setback, would increase the liveability of compact lots by providing a secure private outdoor space.

Recommendations

The City's Lane Establishment and Arterial Road Redevelopment Policies encourage single-family residential and coach house developments on properties along arterial roads where access to an existing, fully operational municipal lane is available. Staff have identified the potential locations for compact lot developments throughout the City and have studied the possible configurations of these compact lots (**Attachment 1**). The anticipated average size of the future compact lots is approximately 360 m² (3,875 ft²). The anticipated lot widths range from 9.05 m (30 ft) to 10.67 m (35 ft.). Based on the analysis and the findings on the potential compact lot configurations, staff have examined the implications of the potential problem areas on the future compact lots and propose the following changes to the Single-Family Housing District (R1-0.6):

House Size and Building Massing

- **Floor Area Ratio (FAR) - Reduce the area of the lot that the 0.6 FAR applies to from 464.5 m² (5,000 ft²) to 360 m² (3,875 ft²)**

Based on an examination of where R1-0.6 lots would potentially be permitted (through a rezoning application) 360 m² (3,875 ft²) represents the anticipated average lot area (Attachment 1). A 0.3 FAR density would be applied to the balance of the lot area exceeding 360 m² (3,875 ft²). This will primarily only effect the larger R1-0.6 lots and the density reduction would only take effect after a house size of approximately 260 m² (2,800 ft²) including garage, has been achieved.

- **Garage Size - Reduce the FAR exemption for garage and accessory buildings from 50 m² (538 ft²) to 45 m² (485 ft²)**

The reduced garage area will accommodate side-by-side parking of two (2) vehicles and some limited storage space. A 45 m² (485 ft²) garage FAR exemption is consistent with that provided in the Comprehensive Development (CD/61) district used in the Odlin Area. A small outdoor shed (maximum 10 m² [107 ft²]) would also be permitted.

- **Covered Porches and Decks - Restrict the additional 10% of the maximum FAR for covered areas open to two or more sides to ground-oriented porches**

Ground oriented porches enhance the streetscape and liveability of a lot while not adversely effecting the massing of the house. Restricting this bonus FAR to the ground floor of a building would be consistent with the original intent to encourage the provision of covered entry porches. Restricting the covered areas open to two or more sides will encourage a more liveable patio design. Restricting the bonus FAR to the ground floor will not prohibit a house design that provides a covered deck on the upper floor of the building, but will require that such a deck is included in the calculation of FAR. Including these types of covered areas in the FAR calculation is appropriate since these types of covered areas influence the overall building massing.

- **Building Setbacks - Change rear yard setback provisions to clarify that if the garage is attached to the principal building the minimum rear yard setback shall be 6.0 m (20 ft.)**

The reduced rear yard setback for a detached garage was intended to enable the provision of a yard between the garage and the house. This intent is not being achieved under the current approach.

Lot Coverage

- **Reduce the lot coverage for buildings, structures and non-porous surfaces from 80% to 70%**

The maximum lot coverage for buildings permitted in Single-Family Housing District (R1-0.6) is 50%. The rest of the permitted lot coverage would accommodate driveways, pathways, open decks, outdoor parking spaces, etc. The lower "hard surfaces" lot coverage will not adversely impact house construction, but may not be able to accommodate all of the 6 m wide driveway, large open deck or patio, and concrete walkway along one side of the dwelling at once on a smaller compact lot. Alternatives include building a detached garage, reducing the size of open deck or patio, use of stepping stones or gravels on walkways, and use of permeable paving on driveways, parking pads, and patios. The lower lot coverage along with the other recommendations in this report will collectively improve site permeability, landscaping opportunities, and aesthetic appearance of compact residential lots.

The lot coverage calculations for both buildings and non-porous surfaces would be checked during the Building Permit process to ensure compliance. Staff also recommend adding criteria to the zoning bylaw to clearly establish what constitutes non-porous surfaces and a minimum of 25% of the lot be restricted to landscaping with live plant material.

- **Restrict the maximum driveway width to 6 m (20 ft.)**

A 6 m wide driveway is adequate to park two (2) vehicles side by side. Restricting the maximum driveway width will improve site permeability and landscaping opportunities.

Landscaping & Private Open Space

- **Require a small private outdoor space with a minimum area of 20 m² (215 ft²) and a minimum depth or width of 3 m (10 ft.) outside the front yard setback**

Provision of private outdoor amenity space is encouraged by the Official Community Plan (OCP). Providing a private outdoor space outside the front yard setback will improve site permeability, landscaping opportunities, and liveability of these lots. The Comprehensive Development (CD/61) zoning district used in the Odlin Area requires 40 m² (430 ft²) of a private outdoor space free of accessory buildings, structures, covered walkways, and non-porous surfaces. Staff understand that 20 m² (215 ft²) is small but feel that it is adequate for the compact lots fronting on arterial roads with a front yard setback of 6 m (20 ft.).

- **Increase the minimum building separation from 1.2 m (3.9 ft.) to 3 m (10 ft.)**

The provision of a minimum building separation was included in the zoning district to satisfy building code requirements. With the eaves of the roofs usually projected 0.3 m (1 ft.) to 0.6 m (2 ft.) beyond the building faces, the gap between the principal dwelling and the detached garage is often minimal. Increasing the building separation between the principal dwelling and the detached garage will open up this area and encourage private outdoor space be located between the two buildings, instead of on the side yard next to the detached garage and abuts the rear lane. On the deeper lots, this area may be expanded and become more usable. This restriction will not be applied to accessory buildings which have an area of 10 m² (107.64 ft²) or less.

The 0.6 FAR base density and the maximum 50% lot coverage for buildings are maintained because the above recommendations together should address the concerns related to house size and maximum usage of the compact lots in an effective and a more flexible manner than by reducing the base FAR and maximum lot coverage. The above recommendations have been reviewed by the Building Approvals Department, and no concerns were raised. The proposed amendments to R1-0.6 will not impede the ability of these compact lots to accommodate secondary suites. A copy of the draft, "revised: Single-Family Housing District (R1-0.6) details" is attached (**Attachment 2**).

Next Steps

1. Forward the revised Single-Family Housing District (R1-0.6) details to the Greater Vancouver Home Builders Association (GVHBA) and Urban Development Institute (UDI) for comment and discussion;
2. Bring a final Staff Report to Planning Committee, with recommendations regarding amendment to the Single-Family Housing District (R1-0.6); and
3. Review all other standard single-family residential zoning districts and bring forward a Staff Report to Planning Committee with recommendations regarding amendments to these single-family housing districts.

Financial Impact

None.

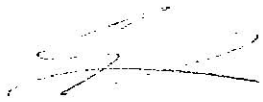
Conclusion

Planning Committee and Council have asked staff to examine:

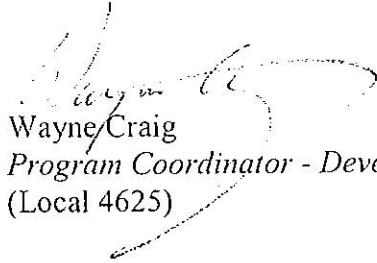
- Set standards for the types of soil to be used for infill on residential properties; and
- Compact lot single-family zoning regulations with specific focus on the maximum size of homes and the maximum lot coverage permitted on those lots.

To control the amount of fill being placed on single-family residential lots, the Building Approvals Department will be requesting and reviewing lot grading plans as part of the Building Permit process. Since fill quality is within provincial jurisdictions, staff recommend that any concerns regarding quality of the soil being deposited on a Richmond property be forwarded to the appropriate Provincial Ministry for review.

Staff have reviewed the Single-Family Housing District (R1-0.6) zone created in 2003, and have identified some zoning provisions that should be revisited at this time. Based on the studies prepared by staff, eight (8) amendments to the R1-0.6 zoning district are proposed. However, prior to implementing the proposed amendments, it is recommended that this Staff Report be referred to the Greater Vancouver Home Builders Association (GVHBA) and Urban Development Institute (UDI) for comment and discussion. Once comments from GVHBA and UDI have been received, staff will bring forward a Staff Report detailing the proposed Zoning Bylaw revisions.



Edwin Lee
Planning Technician – Design
(Local 4121)



Wayne/Craig
Program Coordinator - Development
(Local 4625)

EL/WC:blg

Attachment 1: List of Potential Compact Lot Locations and Possible Configurations

Attachment 2: Draft Revised Single-Family Housing District (R1-0.6) Zoning

List of Potential Compact Lot Locations and Possible Configurations

Location	Width (m)	Depth (m)	Area (m ²)
Williams Road (between No. 4 & No. 5 Roads)	9.14	33.53	306.46
No. 1 Road (between Blundell Road & Steveston Highway.)	9.45	33.53	316.86
No. 1 Road (between Blundell Road. & Steveston Highway)	10.26	31.68	325.04
Williams Road (between No. 4 & No. 5 Roads)	10.07	32.31	325.36
No. 1 Road (between Blundell Road & Steveston Highway)	9.50	34.58	328.51
No. 3 Road (between Francis and Williams Roads)	9.24	35.89	331.62
No. 1 Road (between Blundell Road & Steveston Highway)	9.14	36.36	332.33
Williams Road (between No. 4 & No. 5 Roads)	10.21	32.92	336.11
Williams Road (between No. 4 & No. 5 Roads)	10.06	33.53	337.31
Blundell Road (between No. 2 & Gilbert Roads)	9.05	37.68 *	341.00
Williams Road (between No. 4 & No. 5 Roads)	10.06	35.36	355.72
Williams Road (between No. 4 & No. 5 Roads)	10.06	36.98	372.02
No. 5 Road (between Williams Road & Steveston Highway)	10.06	41.92	421.72
Francis Road (between No. 2 & Gilbert Roads)	10.67	39.63 *	422.85
Railway Avenue (between Granville Avenue & Blundell Road)	9.29	45.72 *	424.74
Gilbert Road (between Granville Avenue & Blundell Road)	10.21	47.34 *	483.34

* After Lane Dedication

Note: A rezoning and subdivision application would be required prior to development.
Rezoning applications require a statutory Public Hearing prior to approval.

202(A) SINGLE-FAMILY HOUSING DISTRICT (R1 – 0.6)

The intent of this zoning district is to accommodate single-family housing where provisions have been made for vehicle access to be provided from a lane.

202(A).1 PERMITTED USES

RESIDENTIAL, limited to **One-Family Dwelling**;
BOARDING & LODGING, limited to two persons per dwelling unit;
HOME OCCUPATION;
AGRICULTURE;
ACCESSORY USES, including one **Secondary Suite** subject to Section 201.09.

202(A).2 PERMITTED DENSITY

.01 Maximum Number of Dwelling Units: One.

.02 Maximum Floor Area Ratio:

0.60 applied to a maximum of 360 m² (3,875 ft²) of the lot area, together with 0.30 applied to the balance of the lot area in excess of 360 m² (3,875 ft²); plus

(i) 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 two or more sides. These covered areas must be located not more than 0.6 m (2 ft.) above the lowest horizontal floor; and

(ii) 45 m² (484 ft²) which may be **used** only for **accessory buildings** and off-street parking;

PROVIDED THAT

(i) any portion of floor area which exceeds 5 m (16.4 ft.) in height, save and except an area of up to 10 m² (107.6 ft²) **used** exclusively for entry and staircase purposes, shall be considered to comprise two floors and shall be measured as such;

(ii) **floor area ratio** limitations are not applicable to one accessory building less than 10 m² (107.6 ft²) in area.

202(A).3 MAXIMUM LOT COVERAGE

01 For the purpose of this subsection only, a *non-porous surface* is any constructed surface on, above, or below ground that does not allow precipitation or surface water to penetrate directly into the underlying soil.

.02 The maximum lot coverage for **buildings** only shall be 50%; and the maximum lot coverage for **buildings** and any non-porous surfaces or **structures** inclusive shall be 70%.

- .03 A minimum of 25% of the lot area is restricted to landscaping with live plant material.

202(A).4 MINIMUM & MAXIMUM SETBACKS FROM PROPERTY LINES

.01 **Front Yard:** 6 m (19.7 ft.) EXCEPT THAT:

- (i) porches and verandas which form part of the principal **building**, are less than 5 m (16.4 ft.) in height, and are open on those sides which face a **public road** may be located within the **front yard** setback, but shall be no closer to the **front property line** than 4.5 m (14.8 ft.);
- (ii) bay windows, fire places and chimneys forming part of the principal **building** may project into the **front yard** for a distance of not more than 1 m (3.3 ft.); and
- (iii) the ridge line of a front roof dormer may project horizontally up to 0.914 m (3 ft.) beyond the **residential vertical envelope (lot depth)** but no further than the **front yard** setback.

.02 **Side Yard:** 1.2 m (3.9 ft.) EXCEPT THAT:

- (i) where a **side property line** abuts a **public road**, the minimum **side yard** to that property line shall be 3 m (9.8 ft.);
- (ii) bay windows, fire places and chimneys which form part of the principal **building** may project into the **side yard** for a distance of not more than 0.6 m (2 ft.); and
- (iii) the ridge line of a side roof dormer may project horizontally up to 0.914 m (3 ft.) beyond the **residential vertical envelope (lot width)** but no further than the **side yard** setback.

.03 **Rear Yard:** 6 m (19.7 ft.) EXCEPT THAT

- (i) for a **corner lot** where a **side yard** setback abutting a **public road** is maintained at a minimum of 6 m (19.7 ft.) the **rear yard** setback shall be 1.2 m (3.9 ft.);
- (ii) an **accessory building** of more than 10 m² (107.6 ft²) in area that is **used** exclusively for off-street vehicle parking may be located within the **rear yard** setback area but no closer than:
 - a. 3.0 m (9.8 ft.) to a **property line** abutting a **public road**; or
 - b. 1.2 m (3.9 ft.) to any other **property line**;
- (iii) bay windows which form part of the principal **building** may project into the **rear yard** setback for a distance of 1 m (3.3 ft.) or one-half of the **rear yard**, whichever is the lesser.

- .04 There is no **property line** setback requirement for an **accessory building** that has an area of 10 m² (107.6 ft²) or less.

202(A).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:** 9 m (29.5 ft.).
- .03 **Accessory Buildings:** 5 m (16.4 ft.).

202(A).6 MINIMUM LOT SIZE AND DIMENSIONS

- .01 A **One-Family Dwelling** shall not be constructed on a lot of less than 270 m² (2,906.4 ft²) in area.
- .02 A parcel to be created by subdivision and intended for use as the site of a **one-family dwelling** shall have a minimum **frontage** and **width of lot** of 9 m (29.5 ft.) and a minimum **depth of lot** of 24 m (78.7 ft.). For **corner lots**, an additional 2 m (6.6 ft.) is required for the minimum **frontage** or **width of lot**.

202(A).7 MINIMUM BUILDING SEPARATION SPACE

- .01 3.0 m (9.8 ft.).

202(A).8 OFF-STREET PARKING

Off-street parking shall be developed and maintained in accordance with Division 400 of this bylaw.

202(A).9 MINIMUM TOTAL AREA OF PRIVATE OUTDOOR SPACE

A private outdoor space with a minimum area of 20 m² (215.3 ft²) and a minimum width or depth of 3.0 m (9.8 ft.) shall be provided outside of the **front yard** free of **accessory buildings**, covered walkways, and off-street parking.

202(A).10 MAXIMUM DRIVEWAY WIDTH

- .01 For the purpose of this subsection only, a *driveway* is any non-porous surfaced or paved portion of the **lot** that is **used** to provide space for vehicle parking or vehicle access to or from a **public road** or lane.
- .02 The maximum driveway width shall be 6 m (19.7 ft.).

From: Jeff Fisher [mailto:JFisher@udi.org]
Sent: Monday, 18 February 2008 16:02
To: Craig, Wayne
Cc: Scott Baldwin; Maureen Enser
Subject: Wayne, please see the comments below that UDI received regarding the small lot rezoning proposal

I have reviewed the draft and generally do not have a problem with the reduced FSR and FAR. I do not agree with the 25% non-permeable which I think will be very difficult to achieve when one considers that the side yards between houses cannot sustain any plant material. I do not agree with the garage provisions, relating to separation from the main house. I think they should allow connection with the main house but limit the width of such connection to say "40% of the width of the lot". Garage set-backs from rear lanes should be maintained at 1.2 meters. They should look at further reducing front yard set-backs to say 3 meters and eliminate any permitted encroachments. If they did these 2 things, then they could require landscaped rear yards of at least 30 square meters rather than the 20 now suggested. The biggest problem with these rear loaded lots is the tunnel effect created by the rear garages and lack of separation from the main house. I'm not sure if this zone permits secondary suites above garages. If so then they should only be permitted on a lot having a depth of at least 35 meters - again the over-shadowing and tunnel effect is too great on anything shallower. One open parking space in addition to the double garage should be required in all zones that permit secondary suites.

Thanks

Jeff Fisher
Deputy Executive Director
Urban Development Institute
Phone: 604 669-9585 Ext.# 224
Cell: 604 340-8019
Fax: 604 689-8691
email: jfisher@udi.org
website: <http://www.udi.bc.ca> <<http://www.udi.bc.ca/>>

Please note UDI has moved offices. Our new location is:
Suite 200, 602 West Hastings Vancouver, BC, V6B 1P2

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February 22, 2008

Mr. Wayne Craig
Program Coordinator – Development
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1
wcraig@richmond.ca

Dear Mr. Craig:

RE: Small Lot Residential Zoning

Thank you for the opportunity to provide feedback on proposed changes to the single-family housing district R1-0.6. We asked our residential construction members who build in Richmond to review the proposal. One member was supportive of all the changes as presented, while others had the following comments:

House Size and Building Massing

- **Floor Area Ratio (FAR)** – A builder who has considerable experience in Richmond commented that building an affordable product will not be possible if the FAR is reduced. The FAR allocation of 5,000 square feet was originally granted to compensate for the higher costs to build in Richmond due to long rezoning and subdivision application processes, and the required laneway dedications.
- **Building Setbacks** – A senior official with one of Richmond's largest developers advised that the biggest problem with rear-loaded lots is the tunnel effect created by the rear garages and lack of separation from the main house. If the garage is connected to house, limit the width of connection, e.g. to 40% of the width of the lot. Garage setbacks from rear lanes should be maintained at 1.2 meters. Meanwhile, consider further reducing front yard setbacks to 3 meters, and eliminate any permitted encroachments.
 - With the garage and front yard setbacks recommended above, the city could then require landscaped rear yards of at least 30 square meters, rather than the 20 square meters currently suggested.

... / 2

Lot Coverage

- **Maximum Lot Coverage** – It would be difficult to achieve 25% of the lot restricted to landscaping with live plant material, considering side-yards between houses cannot sustain any plant material.

With respect to Coach House District Zone 9, the same senior official recommended that secondary suites above garages should only be permitted on a lot with a depth of at least 35 meters, as the over-shadowing and tunnel effect is too great on anything shallower. One open parking space in addition to the double garage should be required in all zones that permit secondary suites.

On that note, we would like to point out the success of the secondary suites program in East Clayton, City of Surrey. Small suites (approximately 500 square feet) are built above or in front of garages on rear-loaded lots, and the family member or renter is provided with one parking pad. This program has achieved great acceptance within the community.

Thank you again for this opportunity, and we look forward to being involved in future discussions on these and other matters affecting the homebuilding industry.

Best regards,

A handwritten signature in dark ink, appearing to read 'Peter E. Simpson', with a long horizontal flourish extending to the right.

Peter E. Simpson, BIAE
Chief Executive Officer

Hi Edwin

Pursuant to our meeting May 5, 2008, here is the response and feedback from our Builders association on the proposed amendments to the Zoning Bylaw related to small lot residential development. Should you have any questions, please do not hesitate to contact me at 604-825-4433

Regards,
Raman Kooner

- **Lot grading plan-** It is ok
- **Floor Area Ratio-** used to offset the loss of land that is given to the city and the builder is required to undertake the building of the lane at his own expense therefore no NIC charge is imposed. But in an existing lane scenario; why are we required to pay NIC fees. The lane already exists so there is no need for us to build a new one. Take the NIC away and we will agree to reduce FAR
- **Garage size-** now with the inclusion of mandatory secondary suites we also face the issue of parking problems, for example Williams Rd has no parking on the street. That extra garage size is needed to accommodate a tandem parking with one on the side, this allows on spot to be able to give to the potential tenant.
- **Covered porches and decks-** eliminate the covered decks from the second floor. However having a covered entry is necessary and it does look good with the design of the homes.
- **Building Setbacks-** I would like to clarify that the detached garage and the connection between the detached garage and the principal building will be restricted to single storey under the proposed R1-0.6 zone. Therefore, the second floor of the principal building would be setback more than 6 m from the rear property line (i.e. 1.2 setback + length of detached garage + length of connection). This was discussed with Edwin and is acceptable.
- **Reducing the Lot Coverage-** The results that that you would like to see can also be achieved through the designing of the homes. We would like the staff to look into this further.
- **Landscaping and private open space-** We would like someone from staff to have an onsite visit with our representative to explain further where this space should come from. We understand the need for more green space however these lots are very small. The front yards are landscaped well, to require a space like that in the rear yard just might not be possible without adversely impacting the home and the design.

- **Increasing the building separation-** Our builders are willing to look at anything that may improve the homes that they build once again if a representative from staff would like to come out and show us exactly how this would work we are more than happy to look at it.

After talking with the builders they are very unhappy with most of the changes proposed and do not support them, once again over the past few years it is take take take and no give and take. Many of these proposals will affect the salability of these homes and we are already paying huge costs and waiting too long to have these rezoning and subdivisions done; all of these already affecting the price of these homes. The City and Staff created this policy and we think that you should stick to it. There are not that many subdividable properties left in Richmond. We also don't know how long this market is going stay this way but the market is slowing down in other communities market and Richmond does not look it is too far behind. Also as a side note we talked to some people living in these areas and they seem to really like the way that their neighborhoods look and are changing. The public you speak of sending letters or calling about the fact the these homes are looking like "Sterile Box Houses" last I checked all homes being built are using nice stones, stuccos, sidings, and nicely landscaped front yards.

Thank you

Raman Kooner



Richmond Zoning and Development Bylaw 5300 Amendment Bylaw 8370

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

1. Richmond Zoning and Development Bylaw 5300 is amended by repealing the existing "Single-Family Housing District (R1-0.6)" in Section 202(A) and replacing it with the following:

"202(A) SINGLE-FAMILY HOUSING DISTRICT (R1 – 0.6)

The intent of this zoning district is to accommodate single-family housing where provisions have been made for vehicle access to be provided from a lane.

202(A).1 PERMITTED USES

RESIDENTIAL, limited to **One-Family Dwelling**;
BOARDING & LODGING, limited to two persons per dwelling unit;
HOME OCCUPATION;
ACCESSORY USES, including one **Secondary Suite** subject to Section 201.09.

202(A).2 PERMITTED DENSITY

.01 Maximum Number of **Dwelling Units**: One.

.02 Maximum **Floor Area Ratio**:

0.60 applied to a maximum of 464.5 m² (5,000 ft²) of the lot area, together with 0.30 applied to the balance of the lot area in excess of 464.5 m² (5,000 ft²); plus

(i) 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 two or more sides. These covered areas must be located not more than 0.6 m (2 ft.) above the lowest horizontal floor; and

(ii) 45 m² (484 ft²) which may be **used** only for **accessory buildings** and off-street parking;

PROVIDED THAT

- (i) any portion of floor area which exceeds 5 m (16.4 ft.) in height, save and except an area of up to 10 m² (107.6 ft²) **used** exclusively for entry and staircase purposes, shall be considered to comprise two floors and shall be measured as such; and
- (ii) **floor area ratio** limitations are not applicable to one **accessory building** less than 10 m² (107.6 ft²) in area.

202(A).3 MAXIMUM LOT COVERAGE

- .01 For the purpose of this subsection only, a *non-porous surface* is any constructed surface on, above, or below ground that does not allow precipitation or surface water to penetrate directly into the underlying soil.
- .02 The maximum lot coverage for **buildings** only shall be 50%; and the maximum lot coverage for **buildings** and any non-porous surfaces or **structures** inclusive shall be 70%.
- .03 A minimum of 20% of the **lot** area is restricted to landscaping with live plant material.

202(A).4 MINIMUM & MAXIMUM SETBACKS FROM PROPERTY LINES

- .01 **Front Yard:** 6 m (19.7 ft.) EXCEPT THAT:
 - (i) porches and verandas which form part of the principal **building**, are less than 5 m (16.4 ft.) in height, and are open on those sides which face a **public road** may be located within the **front yard** setback, but shall be no closer to the **front property line** than 4.5 m (14.8 ft.);
 - (ii) bay windows, fire places and chimneys forming part of the principal **building** may project into the **front yard** for a distance of not more than 1 m (3.3 ft.); and
 - (iii) the ridge line of a front roof dormer may project horizontally up to 0.914 m (3 ft.) beyond the **residential vertical envelope (lot depth)** but no further than the **front yard** setback.
- .02 **Side Yard:** 1.2 m (3.9 ft.) EXCEPT THAT:
 - (i) where a **side property line** abuts a **public road**, the minimum **side yard** to that property line shall be 3 m (9.8 ft.);

- (ii) bay windows, fire places and chimneys which form part of the principal **building** may project into the **side yard** for a distance of not more than 0.6 m (2 ft.); and
- (iii) the ridge line of a side roof dormer may project horizontally up to 0.914 m (3 ft.) beyond the **residential vertical envelope (lot width)** but no further than the **side yard** setback.

.03 **Rear Yard:** 6 m (19.7 ft.) EXCEPT THAT

- (i) for a **corner lot** where a **side yard** setback abutting a **public road** is maintained at a minimum of 6 m (19.7 ft.) the **rear yard** setback shall be 1.2 m (3.9 ft.);
- (ii) an **accessory building** of more than 10 m² (107.6 ft²) in area that is **used** exclusively for off-street vehicle parking may be located within the **rear yard** setback area but no closer than 3.0 m (9.8 ft.) to a **property line** abutting a **public road**, or 1.2 m (3.9 ft.) to any other **property line**;
- (iii) an extension of the principal **building** in the form of an enclosed room that links the principal **building** with an **accessory building** that is **used** exclusively for off-street vehicle parking may be located within the **rear yard** setback area no closer than 3.0 m (9.8 ft.) to a property line abutting a **public road**, or 1.2 m (3.9 ft.) to any other **property line**, provided that:
 - a. both the **accessory building** and the extension of the principal **building** are limited to a single **storey**; and
 - b. the width of the enclosed room linking the principal **building** and the **accessory building** is no greater than 40% of the width of the principal **building**;
- (iv) bay windows which form part of the principal **building** may project into the **rear yard** setback for a distance of 1 m (3.3 ft.) or one-half of the **rear yard**, whichever is the lesser.

.04 There is no **property line** setback requirement for an **accessory building** that has an area of 10 m² (107.6 ft²) or less.

202(A).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:** 9 m (29.5 ft.).

.03 **Accessory Buildings:** 5 m (16.4 ft.).

202(A).6 **MINIMUM LOT SIZE AND DIMENSIONS**

.01 A **one-family dwelling** shall not be constructed on a **lot** of less than 270 m² (2,906.4 ft²) in area.

.02 A parcel to be created by subdivision and intended for use as the site of a **one-family dwelling** shall have a minimum **frontage** and **width of lot** of 9 m (29.5 ft.) and a minimum **depth of lot** of 24 m (78.7 ft.). For **corner lots**, an additional 2 m (6.6 ft.) is required for the minimum **frontage** or **width of lot**.

202(A).7 **MINIMUM BUILDING SEPARATION SPACE**

The minimum **building separation space** shall be 3.0 m (9.8 ft.) except for an extension of the principal **building** in accordance with section 202(A).4.03(iii).

202(A).8 **OFF-STREET PARKING**

Off-street parking shall be developed and maintained in accordance with Division 400 of this bylaw.

202(A).9 **SCREENING AND LANDSCAPING**

.01 Fences shall be provided and maintained in accordance with Division 500 of this bylaw, EXCEPT THAT:

(i) A **fence**, when located within 3.0 m (10 ft.) of a **side property line** abutting a **public road** or 6.0 m (20 ft.) of a **front property line** abutting a **public road**, shall not exceed 1.2 m (4 ft.) in height; and

(ii) A **fence**, when located elsewhere within a required yard, shall not exceed 1.83 m (6.0 ft.) in height.

.02 Landscaping shall be provided and maintained in accordance with Division 500 of this bylaw, EXCEPT THAT on a **lot** where a **fence** has been erected adjacent to, but not actually upon, a property line which abuts a **public road**, lane, or public walkway, 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.

202(A).10 MINIMUM PRIVATE OUTDOOR SPACE

A private outdoor space with a minimum area of 20 m² (215.3 ft²) and a minimum width and depth of 3.0 m (9.8 ft.) shall be provided outside of the **front yard** unoccupied and unobstructed by any **buildings, structures**, projections, and off-street parking except for cantilevered roofs and balconies which may project into the private outdoor space for a distance of not more than 0.6 m (2 ft.).

202(A).11 MAXIMUM DRIVEWAY WIDTH

.01 For the purpose of this subsection only, a *driveway* is any non-porous surfaced or paved portion of the **lot** that is **used** to provide space for vehicle parking or vehicle access to or from a **public road** or lane.

.02 The maximum driveway width shall be 6 m (19.7 ft.)."

2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8370**".



FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

_____	<div style="border: 1px solid black; padding: 2px;"> CITY OF RICHMOND APPROVED by  APPROVED by Director or Solicitor  </div>

MAYOR

CORPORATE OFFICER

