



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee
From: Raul Allueva
Director of Development
Re: **APPLICATION BY AMAR SANDHU FOR A REZONING AT 7131 BRIDGE STREET FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (R1/F) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD/140)**

To Council - May 25, 2004
To Planning - May 18, 2004
Date: May 5, 2004
RZ 02-218186
File: 12-8060-20-7734/1752

Staff Recommendation

1. That Bylaw No. 7522, for the rezoning of 7131 Bridge Street from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Single-Family Housing District, Subdivision Area B (R1/B)" be abandoned;
2. That Bylaw No. 7734, to amend Richmond Zoning and development Bylaw 5300 by creating a new single-family residential zone, "Comprehensive Development District (CD/140)", and for the rezoning of 7131 Bridge Street from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/140)", be introduced and given first reading.

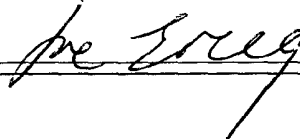


Raul Allueva
Director of Development

Att. 5

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Amar Sandhu has applied to the City of Richmond to rezone 7131 Bridge Street (**Attachment 1**) from “Single-Family Housing District, Subdivision Area F (R1/F)” to “Comprehensive Development District (CD/140)” in order to create six (6) single-family lots fronting onto a new portion of Sills Avenue (e.g. the “ring road”) extending west from Bridge Street along the north edge of the subject site (**Attachment 2**). A previous application to rezone the subject site to “Single-Family Housing District, Subdivision Area B (R1/B)”, Bylaw 7522, which was granted Third Reading, is to be abandoned. Prior to that, the applicant applied to subdivide the site into seven (7) lots, each with a coach house, but the application met with community opposition at the Public Hearing, and was referred back by Council for consideration of different options.

Council granted second and ~~third~~ reading to Bylaw 7522 for this rezoning following the Public Hearing of June 16, 2003. In the absence of a lot size policy in the McLennan South Sub-Area Plan, as part of this approval, Council endorsed several specific conditions related to the application, including requirements for shared access driveways for pairs of lots, registration of a building scheme to control design of new dwellings, and a requirement that garages be located at the rear of the lots (**Attachment 3**).

Following Third Reading, the applicant has completed a more detailed assessment of the requirements and has raised concerns about how these impact the viability of the resulting lots, which are wide and shallow, including impact on available rear yard open space, and limitations on house and lot design. On this basis, the applicant has requested that his application be revised to establish a wider uniform lot width, allow greater design flexibility, and eliminate the requirements for shared driveways and limitation to locate garages in the rear yard. As these requirements were established as conditions of By-law approval, and are integral to the previous Rezoning proposal, re-consideration by Council of the revised proposal, and a new Public Hearing, is deemed to be required.

Findings Of Fact

Item	Existing	Proposed
Owner	664525 BC Ltd	
Applicant	Amar Sandhu	
Site Size (by Applicant)	3,557.18 m ² (0.88 ac)	2,462.78m ² (0.61 ac) The gross site area is reduced by: <ul style="list-style-type: none"> • 10 m (32.8 ft.) wide dedicated right-of-way along the site’s north edge for the “ring road” (e.g. Sills Avenue),926.3m² (9,971ft²); and • 10 m (32.8 ft.) wide lot along the site’s west edge for future development by others as a new road, 284m² (3,057ft²);.
Land Uses	1 single-family home	6 single-family lots
City Centre Plan	Residential	

McLennan South Sub-Area Plan	Residential, "Historic Single-Family" 2½ storeys max. - 0.55 floor area ratio (FAR)	
Heritage	Mature trees along the frontage of the site have been removed, based on arborist's assessment of trees' health and public safety.	
Zoning	Single-Family Housing District(R1/F)	CD/140
Min. Width	<ul style="list-style-type: none"> • 18 m (59.055 ft.) 	<ul style="list-style-type: none"> • 12 m (39.370 ft.)* *13.4 m (44 ft.) min. width to have double car garage at front yard setback
Min. Area	<ul style="list-style-type: none"> • 828 m² (21,528.53 ft²) 	<ul style="list-style-type: none"> • 360 m² (3,875.13 ft²) ** **550 m² (5,920.34 ft²) for lots with a front property line on Bridge or Ash Street

McLennan South Sub-Area Plan

The McLennan South Sub-Area Plan was adopted in 1996 and encourages the development of townhouses and single-family homes, together with a neighbourhood park and school, within a lush, green environment. New roads are proposed to provide convenient access for both pedestrians and drivers, and to enable properties to redevelop in a pedestrian-friendly manner. The character of development is intended to be "traditional", with building densities increasing moderately from east to west.

(Attachment 4)

The subject site is situated on the west side of Bridge Street near Granville Avenue where the McLennan South Sub-Area Plan directs that single-family and low-density multiple-family housing types meet along a new east-west road often referred to as the "ring road". This part of the "ring road" is to be called Sills Avenue and it is to run through an area that is currently characterized by a mix of older and newer homes on large lots, most of which include areas of mature trees.

As discussed in the Report to Committee of April 27, 2003, the plan intends that developers will build a number of new roads, with exact alignments "subject to development" (e.g. their locations may vary as a result of opportunities and/or constraints that arise as residential development proceeds). The intent is to facilitate development and help to lessen the potential traffic impacts on existing single-family residents by routing some of the traffic new development would generate on new roads and away from the area's existing streets.

Trees

A cluster of mature trees listed on the Heritage Inventory existed on the eastern portion of the site. An arborist's report, prepared for the applicant, proposed to remove several of these trees due to an assessment of their health and limited potential for survival based on proximity to the new road, soil/peat conditions, and future building footprints. The report was reviewed by City landscape staff, and additional field reviews were conducted. Staff concluded that it was not viable to retain any of the existing trees, and approved removal. As a condition of the removal, the applicant has agreed to provide street trees of larger caliper than previously required in the Standard Service Agreement.

Proposed Form of Development

Comprehensive Development District (CD/140) is proposed for single-family development in McLennan South. It includes design controls for alternative development options depending on the width of lots created, as well as the type of resulting streetscape and development on these lots, while protecting the streetscape and character in the area. The key aspect is to require wider lots (13.4m/44 ft.) in order to achieve a front-access, two (2)-car garage located at the front yard setback. This minimum width requirement will result in a 50:50 ratio of house to garage, thereby ensuring that the streetscape is not dominated by garages (**Attachment 5**). While the CD/140 zone allows the creation of 12 m wide lots, these narrower lots (less than 13.4 m) can contain only a single-car or tandem double garage in the front of the house, or a double-car garage in the rear yard. On the basis of the additional lot width requirement for lots containing a front-yard, double-car garage, the previous requirement related to shared driveways is no longer needed.

This zoning district controls the minimum lot width to accommodate garages in the front yard, and at the same time offer greater design flexibility to allow different type of lots.

This zoning is consistent with the proposed Official Community Plan Amendments to the McLennan South Sub-Area Plan, as presented in the separate report, "McLennan South Sub-Area Plan: Lot Size Policy", May 18, 2004. It permits driveways from the street to wide lots which do not require lanes, while meeting the intent of reducing the visual impact of the car by ensuring that garages and driveways do not dominate the streetscape.

Staff Comments***Policy Planning***

The applicant's revisions to the subject development are consistent with the proposed Lot Size Policy for the McLennan South Sub-Area and that the project sets an appropriate standard for future development in McLennan South's single-family area with regard to road establishment and form of development. In light of the high importance the sub-area plan places on the form and character of development (including the landscaping), staff recommend that, as a condition of rezoning, a simple Building Scheme be registered on new residential lots and that a subdivision application be processed to the satisfaction of the Approving Officer.

Transportation

The proposed development is consistent with the McLennan South Sub-Area Plan's requirements for the establishment of the "ring road" (e.g. Sills Avenue) and a new north-south road linking the "ring road" with General Currie Road. The proposal to construct Sills with a 6 m (19.7 ft.) wide pavement until multiple-family development occurs north of the subject site is sound and consistent with the approach taken elsewhere in McLennan South. As noted above, the previous requirement for shared driveways proposed along Sills has been reconsidered due to the wider lots proposed, the limited design benefit that will result, as well as the negligible improvement to pedestrian and traffic safety. On this basis, the establishment of further driveway restrictions are not recommended.

Engineering

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

1. Dedication of a strip of land for the establishment of Sills Avenue along the entire north edge of the subject site, except for the north 5 m (16.4 ft.) of the ultimate road width;
2. Registration of a Public Rights of Passage right-of-way along the south edge of the Sills Avenue dedication to facilitate sidewalk development to City standards;
3. Enter into the City's standard Servicing Agreement for the design and construction of:
 - a. West side of Bridge Street along the subject site's entire frontage including, but not limited to, road widening, curb and gutter, 3.85 m (12.6 ft.) wide grass boulevard incorporating a 2.6 m (8.53 ft.) wide utility corridor, 10 cm (4") caliper street trees at 9 m (29.5 ft.) on centre, decorative "Zed" street lights, and a minimum 1.5 m (4.9 ft.) wide concrete sidewalk; and
 - b. Sills Avenue including, but not limited to, peat removal and appropriate replacement material across the entire right-of-way, 6 m (19.69 ft.) width of full road construction, storm sewer, sanitary sewer, water, hydro, telephone, gas, cablevision, curb and gutter, a grassed boulevard incorporating an utility corridor, 10 cm (4") street trees at 9 m (29.5 ft.) on centre, decorative "Zed" street lights, and a concrete sidewalk a minimum of 1.5 m (4.9 ft.) wide. (Note that at design stage it may be determined that the sanitary sewer cannot fit within the road right-of-way and may have to be located within its own utility right-of-way.)
 - c. Processing of a Subdivision application to the satisfaction of the City's Approving Officer. As a condition of Subdivision approval, the developer will be required to register a simple Building Scheme on the lots which prescribes restrictions related to exterior character and materials; roof materials and pitch (e.g. min. 7 in 12); and landscaping.

Analysis***Proposed Form of Development***

This application has been revised by the applicant to establish a wider uniform lot width (13.4 m) for lots containing a double-car garage in the principal building at the front yard setback, in order to achieve greater design flexibility, while adequately safeguarding the overall development pattern and resulting streetscape in the McLennan South neighbourhood. Comprehensive Development District (CD/140) zoning offers design flexibility and is consistent with the proposed McLennan South Lot Size Policy.

As part of the development of the Lot Size Policy and the review of the subject amended application, additional lot restrictions were identified for consideration (shared or paired driveways, additional setback requirement for the garage from the front property line, etc.), in order to provide an appropriate form of development to complement the existing character of development in the area. However, these were considered to have limited public value and benefit given the wider lot size requirements proposed, and would result in additional regulations that would be difficult to implement and enforce. In light of this, and the requirement for a Building Scheme to control house design as noted below,

further restrictions are not recommended.

Building Scheme

Given that the subject development will set an important benchmark for new single-family homes in McLennan South, staff believe it is important that criteria are applied to guide its form and character and that a mechanism is established to similarly guide development elsewhere in this area. As it will not be possible to consistently apply the City's Development Permit process for this purpose, staff recommend that a Building Scheme (addressing both house and landscape design) be registered on the subject lots and that this Building Scheme, together with preliminary designs for the proposed lots, are approved by the Approving Officer prior to final adoption of rezoning.

Lot Size

The applicant proposes to create the same number of lots six (6) measuring a minimum of 360 m² (3,875 ft²) in area (e.g. the same size as the previous application), but the specific subdivision layout has been amended to create a larger uniform lot width throughout. As noted previously, this lot area is smaller than that of the neighbourhood's existing R1/F lots, but the proposed lot width of 13.4m to 14.5 m (44 – 48 ft.) is generous and staff believe it can fit well with the area's typical 19.2 m (63 ft.) wide lots. The proposed lot size is consistent with the proposed McLennan South lot size policy. Staff remain supportive of the revised proposal on the basis that:

- It is small enough to be cost effective for the subject developer and future developers of the area's more costly east-west roads (e.g. the east-west roads require proportionally higher amount of land dedication than the north-south roads, making them more expensive and difficult to provide);
- It results in uniformly wider lots that are wide enough to comfortably accommodate single driveway crossings for narrower lots (12m to 13.3 m) and at the same time establishes controls for a minimum lot width (13.4m) to accommodate a double car garage in the front of the house; and
- It is large enough that corner lots can accommodate 6 m (19.7 ft.) deep yards along both public street frontages, which will enhance the relationship of the area's new and existing development.

Public Issues

As discussed in the Report to Committee of April 27, 2003, staff supported the applicant's substantially revised proposal which addressed concerns raised at the Public Hearing of February, 2003. Public concerns focussed on the proposed location of Sills Avenue (e.g. the "ring road"), the perceived encroachment of multiple-family development into McLennan South's designated single-family area, and the impact of Sills Avenue on the development potential of adjacent designated, single-family lots. Although the proposal results in a different development concept and streetscape than previously approved (double-car garages at the front yard setback), the revised proposal does not affect the key issues discussed at the Public Hearing (multi-family encroachment, road location, etc.).

Financial Impact***Road Development***

As discussed in the Report to Committee of April 27, 2003, Sills Avenue is on Richmond's Development Cost Charge (DCC) program and the applicant will be eligible for credits towards the cost of land and construction for this road. However, the very small size of the proposed development will mean that the applicable credits will be small and will in no way compensate the developer for the cost of the road.

In addition to Sills, the applicant will also be required to dedicate a portion of a north-south road along the subject site's west property line prior to final Rezoning and Subdivision approval. The purpose of this road is not to provide access to lots created on the subject site, but rather to facilitate the subdivision of single-family lots to its south. The provision of this road represents a significant cost to the subject development in terms of a loss of land (e.g. to road right-of-way) and reduced lot yield (e.g. only six, rather than seven, can be created as a result of this road).

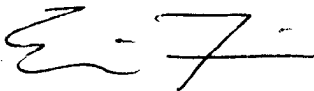
Although the City typically requires developers to pay for the construction of new roads that cross their property frontage, the subject development, like most anticipated in this area, is small and cannot afford to bear the additional road development costs at this location. Both Sills and the north-south road have community-wide benefits and are fundamental to the local road network and to facilitate development of McLennan South's single-family area. In view of this, and the unlikelihood of a larger project being proposed in this area (e.g. one more capable of bearing high road costs) due to the designation in the area plan, staff recommended that, as a condition of rezoning the subject site, the applicant is required to:

- a) Dedicate and construct Sills Avenue along the north edge of the subject site, except for the north 5 m (16.4 ft.) of the road right-of-way, which will be the responsibility of future multiple-family development to the north; and
- b) Acquisition by the City (through dedication) of the west edge of the subject site, south of Sills Avenue, for the future development of the required north-south road. This will be facilitated based on an agreement with the owner to acquire the subject land at fair market value. (The applicant and the City have been negotiating the value of the land, and an independent appraisal is presently being undertaken to advance the negotiations)

It is noted that the portion of the north-south road will not be constructed at this time, however, the applicant will be permitted a driveway access along this road for this corner lot in the interim, until such time as the road is required to be built to service new development to the south. As a condition of rezoning lots south of the subject site, developers of those lots must contribute towards the City's cost of acquiring and constructing the north-south road across the subject site. The value of the required developer contribution will be determined based on actual costs at the time of development. These developments will be required to construct the road, including the initial portion obtained as part of this rezoning application, at the time of development.

Conclusion

The subject amended zone and proposed development is in conformance with objectives for development within the McLennan South area of the City Centre. The applicant has revised the proposed subdivision layout to achieve a wider uniform lot width. Proposed Comprehensive Development District CD/140 will establish controls to ensure a larger minimum lot width (13.4m/44 ft.) to accommodate a front-access, double car garage in the front of the lot, while allow flexibility for different lot types within McLennan South with greater design flexibility as discussed in the approved McLennan South Lot Size Policy Report. The zoning will help to maintain the integrity of McLennan South's designated single-family area while facilitating subdivision as provided for under the sub-area plan. On this basis, the subject application merits favourable consideration.



Eric Fiss
Policy Planner
(4193)

SB/RCA/EF:bg

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

- Dedication of a strip of land for the establishment of Sills Avenue along the entire north edge of the subject site, except for the north 5 m (16.4 ft.) of the ultimate road width.
- Registration of a Public Rights of Passage right-of-way along the south edge of the Sills Avenue dedication to facilitate sidewalk development to City standards.

Development requirements, specifically:

- North-South Road: Acquisition by the City (through dedication) of the west edge of the subject site, south of Sills Avenue, for the future development of the required north-south road. This will be facilitated based on an agreement with the owner to acquire the subject land at fair market value (Note: The applicant may make temporary use of the future road for the development of a driveway to his westernmost lot; however, agreements will be required to ensure that private use of the City's land will not impede future road construction.)
- Enter into the City's standard Servicing Agreement for the design and construction of:
 - a) West side of Bridge Street along the subject site's entire frontage including, but not limited to, road widening, curb and gutter, 3.85 m (12.6 ft.) wide grass boulevard incorporating a 2.6 m (8.53

- ft.) wide utility corridor, 10 cm (4") caliper street trees at 9 m (29.5 ft.) on centre, decorative "Zed" street lights, and a minimum 1.5 m (4.9 ft.) wide concrete sidewalk; and
- b) Sills Avenue including, but not limited to, peat removal and appropriate replacement material across the entire right-of-way, 6 m (19.69 ft.) width of full road construction, storm sewer, sanitary sewer, water, hydro, telephone, gas, cablevision, curb and gutter, a grassed boulevard incorporating an utility corridor, 10 cm (4") street trees at 9 m (29.5 ft.) on centre, decorative "Zed" street lights, and a concrete sidewalk a minimum of 1.5 m (4.9 ft.) wide. (Note that at design stage it may be determined that the sanitary sewer cannot fit within the road right-of-way and may have to be located within its own utility right-of-way.)
 - Processing of a Subdivision application to the satisfaction of the City's Approving Officer. As a condition of Subdivision approval, the developer will be required to register a simple Building Scheme on the lots to control design.

LIST OF ATTACHMENTS

- Attachment 1 - Location Map
- Attachment 2 - Revised Site Plan, May 7, 2004
- Attachment 3 - 7131 Bridge Street (RZ 02-218186) - Conditions of Rezoning, June 16, 2003
- Attachment 4 - McLennan South Land Use Plan
- Attachment 5 - Plan of Permitted Garage Size and Location – Comprehensive Development District (CD/140)

ATTACHMENT 3

7131 Bridge Street (RZ 02-218186) - Conditions of Rezoning, June 16, 2003

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

Legal requirements, specifically:

- Dedication of a strip of land for the establishment of Sills Avenue along the entire north edge of the subject site, except for the north 5 m (16.4 ft.) of the ultimate road width.
- Registration of a Public Rights of Passage right-of-way along the south edge of the Sills Avenue dedication to facilitate sidewalk development to City standards.
- Granting of covenants requiring that:
 - a) Accessory buildings, carports, parking pads and garages must be set back a minimum of 15 m (49.213 ft.) from Sills Avenue and 6 m (19.685 ft.) from Bridge Street and the new north-south street west of Bridge Street; and
 - b) Where a side property line abuts a public road, the minimum side yard to that property line shall be 6 m (19.685 ft.); except that cantilevered roofs and balconies, bay windows, enclosed and unenclosed fireplaces, and chimneys may project into the side yard for a distance of no more than 1.0 m (3.281 ft.); and, the ridgelines of a side roof dormer may project horizontally up to 0.91 m (3 ft.) beyond the residential vertical envelope (lot width), but no further than the side yard setback.

Development requirements, specifically:

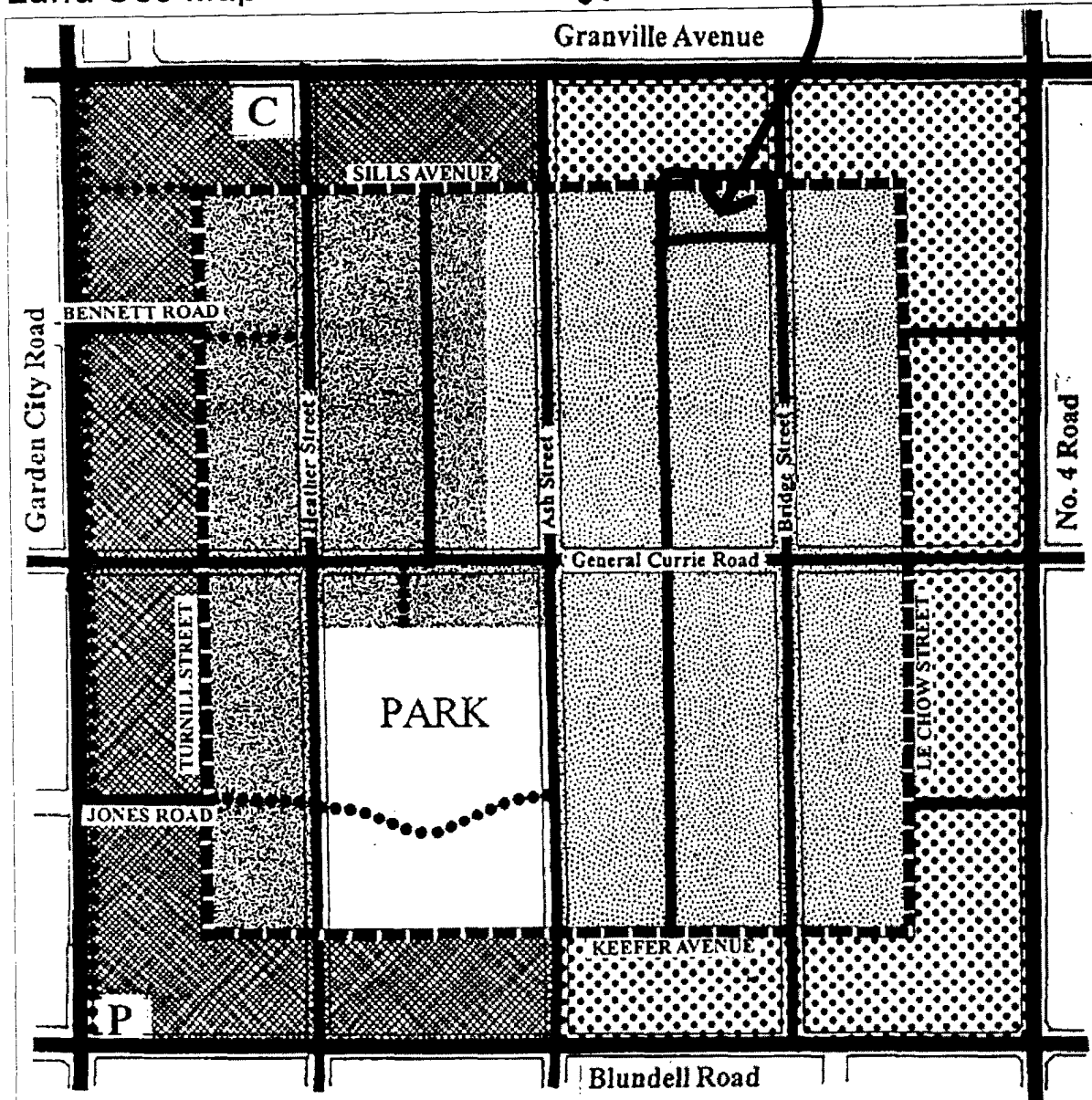
- Facilitating the City's acquisition of land at fair market value on the west edge of the subject site, south of Sills Avenue, for the future development of the required north-south road. (Note: The applicant may make temporary use of the future road for the development of a driveway to his westernmost lot; however, agreements will be required to ensure that private use of the City's land will not impede future road construction.)
- Enter into the City's standard Servicing Agreement for the design and construction of:
 - c) West side of Bridge Street along the subject site's entire frontage including, but not limited to, road widening, curb and gutter, 3.85 m (12.6 ft.) wide grass boulevard incorporating a 2.6 m (8.53 ft.) wide utility corridor, 7 cm (3") caliper street trees at 9 m (29.5 ft.) on centre, decorative "Zed" street lights, and a minimum 1.5 m (4.9 ft.) wide concrete sidewalk; and
 - d) Sills Avenue including, but not limited to, peat removal and appropriate replacement material across the entire right-of-way, 6 m (19.69 ft.) width of full road construction, storm sewer, sanitary sewer, water, hydro, telephone, gas, cablevision, curb and gutter, a grassed boulevard incorporating an utility corridor, 7 cm (3") street trees at 9 m (29.5 ft.) on centre, decorative "Zed" street lights, and a concrete sidewalk a minimum of 1.5 m (4.9 ft.) wide. (Note that at design stage it may be determined that the sanitary sewer cannot fit within the road right-of-way and may have to be located within its own utility right-of-way.)
- Processing of a Subdivision application to the satisfaction of the City's Approving Officer. As a condition of Subdivision approval, the developer will be required to:
 - a) Register restrictive covenants stipulating approved driveway locations and widths for all lots;
 - b) Grant shared access easements for the two pairs of lots accessing Sills Avenue; and
 - c) Register a Building Scheme on the lots.

City of Richmond







7131 BRIDGE ST

Land Use Map

SITE



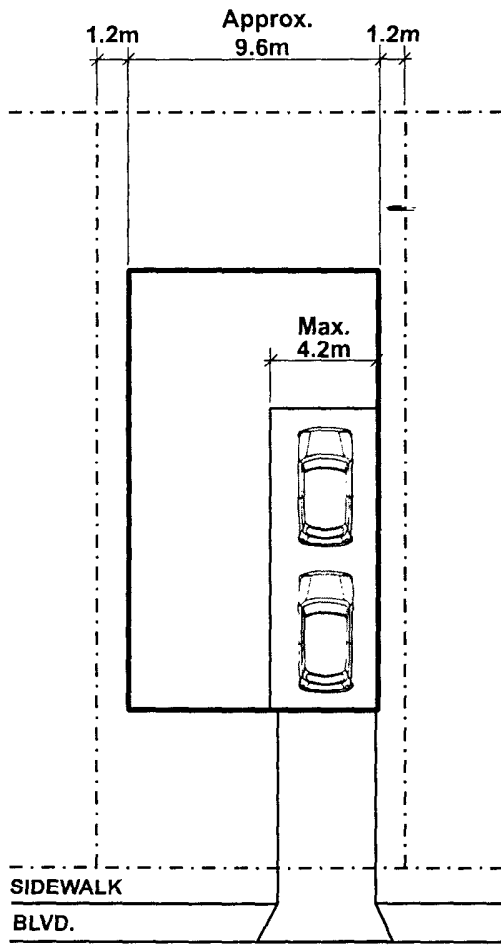
Note: Exact alignment of the "ring road" and two new secondary entry roads from No. 4 Road are subject to development.

	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 typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.		Trail/Walkway
	Residential, 2 1/2 storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.		Residential, Historic Single-Family, 2 1/2 storeys maximum 0.55 base F.A.R.	C	Church
				P	Neighbourhood Pub
					Ring Road

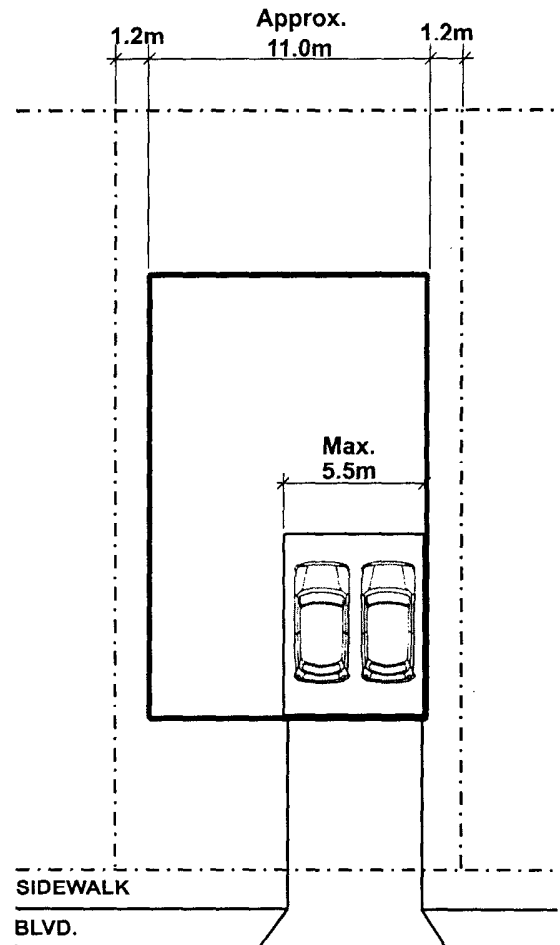
Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the "ring road".

ATTACHMENT 5

**Plan of Permitted Garage Size and Location
Comprehensive Development District (CD/140)**



Medium-Sized Lots
Single or tandem car garage
Lot size: 12.0m to 13.3m



Large-Sized Lots
Double car garage
Lot size: minimum 13.4m



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7734 (RZ 02-218186)
7131 BRIDGE STREET**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 291.140 thereof the following:

“291. 140 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/ 140)

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

291. 140.1 PERMITTED USES

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

291. 140.2 PERMITTED DENSITY

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

.02 Maximum **Floor Area Ratio**:

0.55 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

10% of the floor area total calculated above for the **lot** in question, which area must be **used** exclusively for covered areas of the principal **building** which are open on one or more sides; together with 50 m² (538.21 ft²) which may be **used** only for **accessory buildings** and off-street parking;

PROVIDED THAT any portion of floor area which exceeds 5 m (16.404 ft.) in height, save and except an area of up to 10 m² (107.64 ft²) **used** exclusively for entry and staircase purposes, shall be considered to comprise two floors and shall be measured as such;

AND FURTHER PROVIDED THAT **floor area ratio** limitations shall not be deemed to be applicable to one **accessory building** which does not exceed 10 m² (107.64 ft²) in area.

291. 140.3 MAXIMUM LOT COVERAGE

45% for **buildings** only; 80% for **buildings** and any non-porous surfaces or **structures** inclusive; and the remainder of the lot area restricted to landscaping with live plant material.

291. 140.4 MINIMUM & MAXIMUM SETBACKS FROM PROPERTY LINES**.01 Front Yard:****a) Parking pads, garages & carports:**

- i. For lots greater than or equal to 13.4 m (43.96 ft.): the minimum setback shall be 6 m (19.685 ft.) and the maximum garage width shall be 5.5 m (18 ft);
- ii. ~~For~~ lots less than 13.4 m (43.96 ft.): the minimum setback shall be 6 m (19.685 ft.) and the maximum garage width shall be 4.2 m (13.78 ft);
- iii. For any lot, a garage width other than as permitted in 291.140.4.01.a.i and ii., above: 15 m (49.213 ft.);
EXCEPT THAT in the case of a **corner lot**, the minimum shall be 6 m (19.685 ft.).

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

EXCEPT THAT porches and verandas which form part of the principal **building**, are less than 5 m (16.404 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 (14.673 ft.);

AND FURTHER THAT bay windows which form part of the principal **building** may project in the **front yard** for a distance of not more than 1 m (3.281 ft.);

AND FURTHER THAT 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 Property Line: 1.2 m (3.937 ft.);

PROVIDED THAT where a **side property line** abuts a **public road**, the minimum **side yard** to that property line shall be 3 m (9.843 ft.).

AND FURTHER PROVIDED THAT where a **side property line** abuts Bridge Street or Ash Street, the minimum **side yard** to that property line shall be 6 m (19.685 ft.).

AND FURTHER THAT bay windows which form part of the principal **building** may project into the **side yard** for a distance of 0.6 m (1.969 ft.);

AND FURTHER THAT fireplaces and chimneys forming part of the principal **building** may project into the **side yard** for a distance of not more than 0.6 m (1.969 ft.).

AND FURTHER THAT 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 (19.685 ft.); or in the case of a **corner lot** on which the **side yard** setback abutting a **public road** is maintained at a minimum of 6 m (19.685 ft.): 1.2 m (3.937 ft.).

Portions of the principal **building** which are less than 2 m (6.562 ft.) in height, and **accessory buildings** of more than 10 m² (107.64 ft²) in area may be located within the **rear yard** setback area, but no closer than:

- a) 6 m (19.685 ft.) to a property line which abuts a **public road**, or;
b) 0.6 m (1.969 ft.) to any other property line.

There is no property line setback requirement for an **accessory building** that has an area of 10 m² (107.64 ft²) or less.

291. 140.5 MAXIMUM HEIGHTS

- .01 **Buildings:** 2½ storeys, but in no case above the **residential vertical envelope (lot width)** or the **residential vertical envelope (lot depth)**;
.02 **Structures:** 20 m (65.617 ft.).
.03 **Accessory Buildings:** 5 m (16.404 ft.).

291. 140.6 MINIMUM LOT SIZE

- .01 **Frontage:** 12 m (39.370 ft.),
PROVIDED THAT for a **corner lot**, the minimum shall be 14 m (45.932 ft.),
EXCEPT THAT where a **lot** shares a common boundary along any **property line** with Bridge Street or Ash Street the minimum length of that common boundary shall be 18 m (50.055 ft.).
.02 **Width:** 12 m (39.370 ft.)
PROVIDED THAT for a **corner lot**, the minimum shall be 14 m (45.932 ft.),
EXCEPT THAT where a **lot** shares a common boundary along its **front property line** with Ash Street or Bridge Street, the minimum width of the **lot** shall be 18 m (50.055 ft.).
.03 **Depth:** 24 m (78.740 ft.)
.04 **Area:** 360 m² (3,875.13 ft²)

EXCEPT THAT where a **lot** shares a common boundary along its **front property line** with Ash Street or Bridge Street, the minimum area of the **lot** shall be 550 m² (5,920.34 ft²).

291. 140.7 MINIMUM BUILDING SEPARATION SPACE 1.2 m (3.937 ft.).

291. 140.8 SCREENING & LANDSCAPING

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

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

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

- (i) The point at which the **fence** intersects the ground; or
- (ii) The top of any curb abutting the property, or if there is no curb, the crown of the adjacent roadway.

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

.02 **Landscaping Requirements**

a) On a **lot** where a **fence** has been erected adjacent and parallel to, but not actually upon a property line which abuts a **public road**, the portion of the **lot** between the **fence** and the said property line shall be planted and maintained with any combination of trees, shrubs, ornamental plants or lawn.

b) On a **lot** that has resulted from a single subdivision plan that created two or more **lots**, the owner shall plant and maintain three (3) trees of a minimum size of 63 mm (2.5 in.) caliper measured at 1.2 m (3.937 ft.) above the root ball, at least one (1) of which shall be located within 6 m (19.685 ft.) of the **front property line**.

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/140)**.

P.I.D. 012-031-887

Lot 17 Block "C" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

3. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7734**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAY 25 2004



MAYOR

CITY CLERK