



City of Richmond

Report to Committee

To Council - May 25, 2004

To Planning - May 18, 2004

Date: April 29, 2004

File: 12-8060-20-7738 / 7611

Xr: 08-4045-20-10-MS

To: Planning Committee
From: Terry Crowe
Manager, Policy Planning
and
Raul Allueva
Director of Development

Re: MCLENNAN SOUTH SUB-AREA PLAN: SINGLE-FAMILY LOT SIZE POLICY

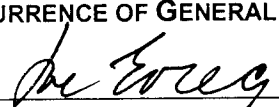
Staff Recommendation

1. That Official Community Plan Amendment Bylaw No. 7611, to amend Schedule 2.10D (McLennan South Sub-Area Plan) be abandoned.
2. That Official Community Plan Amendment Bylaw No. 7738, to amend Schedule 2.10D (McLennan South Sub-Area Plan) by introducing a number of text and map amendments aimed at permitting:
 - large-sized lots (e.g. 18 m/59 ft. minimum frontage) fronting Ash and Bridge Streets, and
 - medium-sized lots (e.g. 12 m/39 ft. minimum frontage) fronting on new roads and General Currie Road,
 in the area designated for "Residential, Historic Single-Family, 2½ storeys max., 0.55 FAR", be introduced and given first reading.
3. That Bylaw No. 7738, having been considered in conjunction with:
 - The City's Financial Plan and Capital Program, and
 - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans,
 is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
4. That Bylaw No. 7738, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.


Terry Crowe
Manager, Policy Planning


Raul Allueva
Director of Development

Att. 8

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

On December 15, 2003 the staff report entitled, "McLennan South Sub-Area Plan: Single-Family Lot Size Policy", Official Community Plan Amendment Bylaw No. 7611, dated October 20, 2003 from the Manager, Policy Planning, was considered by Council at Public Hearing. Following presentations by the public and ensuing discussion, Council passed the following motion:

That Official Community Plan Amendment Bylaw 7611 be referred to staff in order that the alternate option contained in the report (dated October 20th, 2003 from the Manager, Policy Planning), or any other appropriate variation on that option, be brought forward.

Prior to the question being called direction was given that recommendations based on:

- ***the survey results offered by Mr. Eshleman; and***
- ***the possible various alignments of 59 ft. and 39 ft. lots, be provided. It was then noted that the direction could result in more than one option being brought forward.***

The purpose of this report is to present alternate recommendations for the McLennan South Single-Family Lot Size Policy, as directed by Council, in order to address the issues discussed in detail in the previous report dated October 20, 2003.

Findings Of Fact

At the Public Hearing, December 15, 2003, staff provided an overview of the process to date which included the identification of four particular issues:

- i) the lack of single-family boundaries;
- ii) the inequities felt by those property owners whose land would be required for the two north/south roads;
- iii) the flexibility of the alignment of the north/south road; and
- iv) lot size.

These issues were analyzed by staff in the context of the development potential for each particular block and with respect to the results of neighbourhood surveys.

While a complete public consensus was not achieved, what emerged was a majority preference for large-sized lots on the existing street frontages along Ash and Bridge Streets. Medium-sized lots on new streets were considered acceptable by some of the community.

These preferences generally correspond to Option A (a mix of large-sized and medium-sized lots) as presented for reference, only, in the October 20, 2003 report.

In that report, Option B (medium-sized lots throughout) was recommended by staff, with Option A as an alternate.

In an attempt to balance interests and enable development to proceed, staff have now re-examined these and other options, as directed by Council, and propose the following sub-area plan amendments:

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

Item	Existing Plan	Proposed Plan
Land Use Designation	"Residential, Historic Single-Family, 2-storeys maximum, 0.55 base FAR" (e.g. floor area ratio)	"As Is", EXCEPT minimum lot frontages and lot areas are also stipulated. (Attachment 1)
Boundaries <ul style="list-style-type: none"> • West • East • North & South 	<ul style="list-style-type: none"> • Mid-way between Ash & Heather. • Mid-way between Bridge & No. 4. • In line with Sills & Keefer Avenues respectively, the exact locations of which are to be determined through the area's development process. 	<ul style="list-style-type: none"> • No change. • No change. • Located independently of Sills & Keefer Avenues at approximately 120 m (394 ft.) south and 110 m (360 ft.) north of Granville Avenue and Blundell Road, respectively. (Proposed Zoning Bylaw 7731)
Roads <ul style="list-style-type: none"> • General Currie • Sills & Keefer • North-South Roads 	<ul style="list-style-type: none"> • To be opened between Ash Street & No. 4 Road. • To be built parallel & relatively close to Granville & Blundell respectively, with their exact locations to be set via development, based on road safety standards & other factors affecting their practical implementation. • Two new north-south roads are to be built parallel to Bridge & Ash along the rear property lines of the area's existing lots (e.g. Le Chow & a second road between Bridge & Ash). 	<ul style="list-style-type: none"> • No change. • "As Is". West of Ash Street, it is intended that Sills and Keefer align, as much as possible, with the portions of these roads that have already been secured. EXCEPT, east of Ash Street, increased flexibility may be permitted (Attachments 2 & 3). • "As Is", EXCEPT it is stipulated that the alignment of <u>new roads</u> may be altered where it will <u>not</u> increase in the amount of road set out in the plan, impact local livability, or compromise residential character.
Lanes	Lanes are required at the rear of new lots. This is typical of small lots (e.g. 9 m/29.5 ft. wide).	No lanes are required as the <u>minimum</u> proposed lot size is 12 m (39 ft.) wide, which does not require lane access.
Lot Size	<ul style="list-style-type: none"> • The plan encourages subdivision, but does not specify a minimum lot size. • After dedicating land for roads (as per the plan), a <u>typical lot is too shallow to subdivide under its existing zoning</u> (e.g. Single Family Housing District, Subdivision Area F, R1/F, 18 m/59 ft. frontage) and must be rezoned. 	<ul style="list-style-type: none"> • Large-sized lots (e.g. 18 m/59 ft. minimum frontage) along Bridge and Ash (550 m² (5,920 ft²) minimum area); with • Medium-sized lots (e.g. 12 m/39 ft. minimum frontage) elsewhere (360 m² (3,875 ft²) minimum area) • (Attachment 4)
Form & Character	No criteria are currently provided for single-family development, HOWEVER multiple-family housing must conform to Development Permit Guidelines that encourage a "traditional" character and significant landscaping.	<ul style="list-style-type: none"> • Zoning: Ensures minimum sizes of lots & yards, parking/garage setbacks, fence heights, & tree planting in front yards. (Attachments 5 & 6) • Design Guidelines: To be tested on the area's two pending applications & perhaps others, prior to a possible sub-area plan amendment in support of their broader use.

Analysis & Recommendations

Components:

The following component elements of a single-family lot have been considered in the formulation of a lot size policy:

- Lot width
- Lot area
- Roads
- Garages

Each of these components has been considered in terms of the goals and objectives of the McLennan South Sub-Area Plan and its impact in creating subdivision from existing area lots, both from individual lots and through assembly of lots. Key objectives considered include:

- To provide a range of housing choices while enhancing the single-family character.
- To improve circulation, while reducing the impact of the automobile.
- To enhance natural features and promote environmental health.
- To improve storm water drainage.
- To allow options for infill subdivisions to occur, thereby allowing utilization of backlands, and enabling new roads to be built by developing properties.

Lot width:

A minimum frontage of 18 m (59 ft.) on Bridge and Ash Streets would achieve continuity with the existing streetscapes. However, this would not support the objective of achieving a range of housing choice, and would limit the opportunities to create new lots through subdivision which in turn would finance the development of the new road network. For these reasons, narrower lot frontages are recommended for locations other than Bridge and Ash Streets. As the neighbourhood does not support the introduction of lanes, the minimum lot width should be 12 m (39 ft.) to allow for direct driveway access to the lot from the street.

Lot area:

A minimum lot area of 550 m² (5,920 ft²) would allow for large houses (about 300 m² (3,250 ft²) compatible with those existing along Bridge and Ash Streets. However, to achieve housing choice, a minimum lot size of 360 m² (3,875 ft²) is recommended elsewhere in the single-family neighbourhood, to provide for homes of approximately 300 m² (2,130 ft²), larger than those typically available in the adjacent multi-family townhouse neighbourhood areas.

Roads:

As noted above, the community has not supported the introduction of lanes. There has been, however, support from both the community and the development industry for flexibility in the alignment of new roads, in particular meet the objectives of reducing the amount of roads required, reduce the cost of roads, and make land assembly and subdivision more affordable and timely. Recommendations for amendments to the Area Plan to incorporate these directions are contained in **Attachment 2**, with a revised Circulation Map illustrated in **Attachment 3**.

Garages:

The goal of the McLennan South Area Plan is to create a residential neighbourhood with a unique character. A pedestrian friendly streetscape is to be achieved by reducing the impact of the garage and driveway with an emphasis on a landscaped front yard and limited driveway crossings at the new sidewalks. In the initial rezonings to create new residential lots, 6 lots at 7131 Bridge Street (RZ 02-218186) and 7 lots at 7320 Bridge Street (RZ 03-227858), staff applied a variety of tools to achieve the streetscape objectives with respect to garages and

driveways. These included covenants, building schemes, and regulations contained within a new Comprehensive Development District (CD/140). Following extensive discussion with the developers for these sites, staff have concluded that some amendments to these covenants and regulations are justified. Staff propose amendments to allow flexibility in placement of the garage and driveway, thus ensuring that the garage does not visually dominate the streetscape appearance of the new homes. These amendments are brought forward with the proposed modifications to the application for rezoning at 7131 Bridge Street, in a separate report.

Options:

As instructed by Council, a number of options were reviewed. This included a review of the survey results offered by Mr. Eshleman (**Attachment 7**) and various alignments of 18 m (59 ft.) and 12 m (39 ft.) lots. As a result of that analysis, two options are brought forward. Following are a summary of their pros and cons:

Option 1: Large-sized lots (e.g. 18 m/59 ft. minimum frontage) along Bridge and Ash, with medium-sized lots (e.g. 12 m/39 ft. minimum frontage) elsewhere

(Recommended)

Based on the public response to the lot size options presented at Public Hearing, December 15, 2003, staff introduce, as Option 1, the proposal which includes the requirement for large sized lots fronting Bridge and Ash Streets with medium-sized lots elsewhere. This option would ensure that the existing subdivision pattern and streetscape along Bridge and Ash Streets are preserved, while permitting sufficient new lots in the “backlands” to support the development costs of introducing new roads and services for the lots. (**Attachments 1 & 4**)

Pros

- Consistent with the recommendations generally described as Option A as contained in the report as per the Manager, Policy Planning entitled: “McLennan South Sub-Area Plan: Single-Family Lot-Size Policy” dated October 20, 2003.
- Will provide certainty to the property owners and development industry on policy direction.
- Consistent with public consensus for a preference for large-sized lots on the existing street frontages along Ash and Bridge Streets.
- Allows medium-sized lots on new streets considered acceptable by some of the community and somewhat consistent with development industry support for medium-sized lots.
- Somewhat increases subdivision opportunities, as per the intent of the sub-area plan.
- Lanes would not be required to provide access to new lots.
- Allows sufficient development incentive to ensure new roads could be built and funded by new development.
- Specific controls proposed on lot design (location of garages) will ensure a new streetscape which is compatible with the intended neighbourhood character.

Con

- Large-sized lots are inconsistent with housing trends.
- Limited opportunities for subdivision to create new medium-sized lots may slow development of area and implementation of the new road pattern.

Option 2: Option Based on Brad Eshleman Survey

This option is based on a survey of area residents by Mr. Eshleman which generally showed a strong support for large-sized lots, both along Bridge and Ash Streets as well as for potential lots on new roads. In a few locations, support for medium-sized lots on “backlands” was indicated,

though not consistently in any one area. The resulting plan proposes larger lot sized lots north of General Currie Road and west of Bridge Street. (**Attachment 7**)

Pros

- Incorporates specific lot size designations based on preferences of current property owners.

Con

- No consistency in policy.
- Does not achieve fairness for all property owners as there is no uniformity in potential benefits.
- Difficult to implement and completion of a road network may be in jeopardy.

Implementation

Implementation of the proposed single-family lot size policy requires that the sub-area plan be amended. The proposed amendment, based on "**Option 1: Large-sized lots (e.g. 18 m/59 ft. minimum frontage) along Bridge and Ash, with medium-sized lots (e.g. 12 m/39 ft. minimum frontage) elsewhere**", is included as **Attachment 8**.

A proposed area-plan amendment to clarify the boundaries of the single-family area has been brought forward with the proposed rezoning at 7760, 7780, 7800 and the back half of 7740 Ash Street (RZ 03-254898).

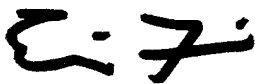
Introduction of Comprehensive Development District (CD/140), to ensure appropriate single-family character in the size and location of the garage, has been brought forward with the application at 7131 Bridge Street (RZ 02-218186).

Financial Impact

The financial implications of approving the recommendations outlined in this report are increased revenues arising through development and property taxes, and funding of new roads by development.

Conclusion

- The McLennan South Sub-Area Plan promotes single-family subdivision, but does not set a minimum lot size or adequately address related development issues (e.g. road implementation).
- Public consultation with McLennan South residents/owners and representatives from the development industry has greatly increased both the City's and the community's understanding of the complex issues facing the redevelopment of this City Centre residential area, but no community consensus has been reached as to a preferred single-family lot size.
- A single-family lot size policy encouraging the establishment of large-sized "R1/E-type" lots within the traditional single-family neighbourhood fronting on Bridge and Ash Streets and the medium-sized "R1/B-type" lots elsewhere is proposed for the area by staff, together with supporting amendments to the sub-area plan affecting roads, access, and design.



Eric Fiss
Policy Planner (4193)

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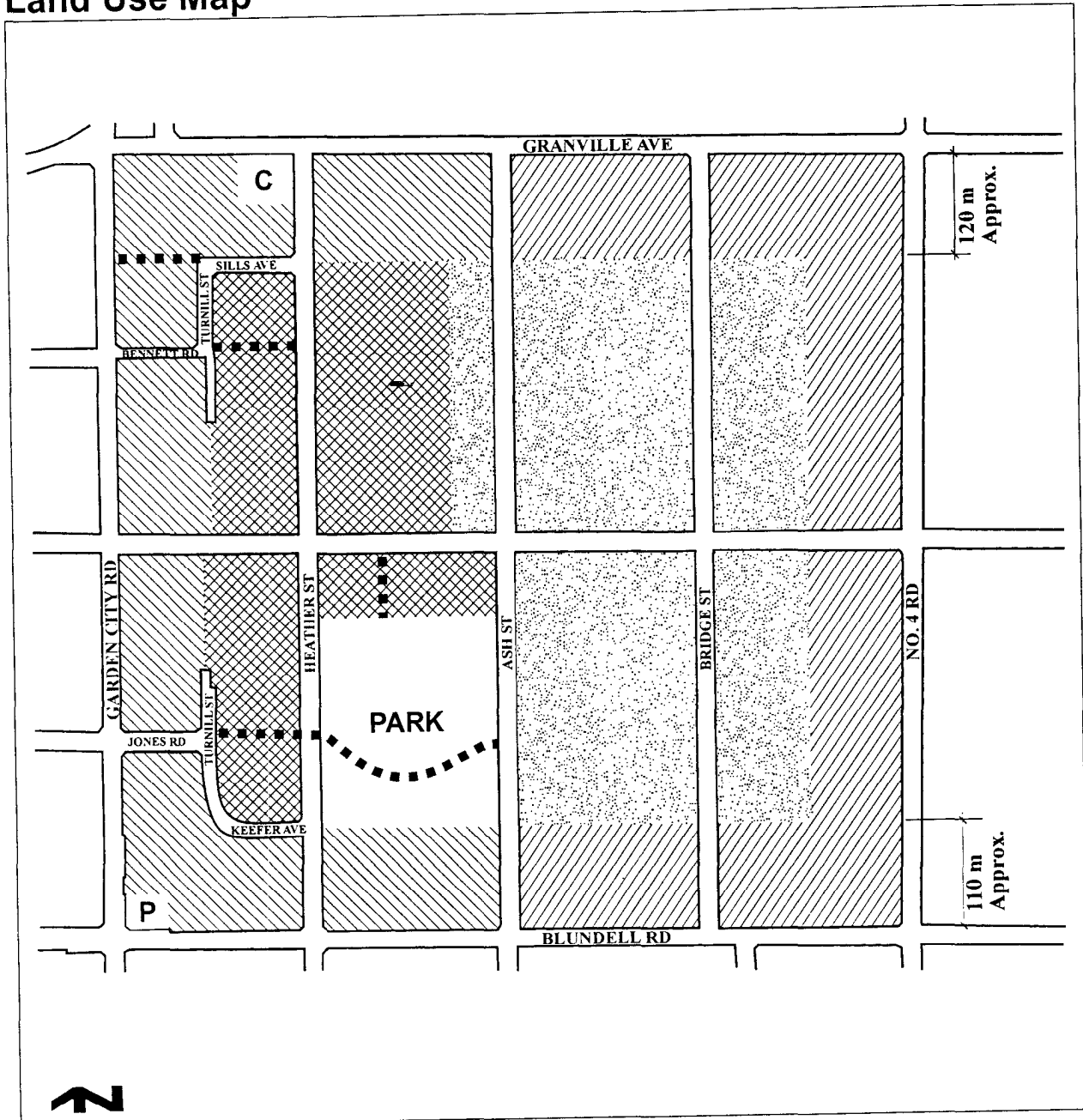
LIST OF ATTACHMENTS

- Attachment 1 – Proposed Land Use Map
- Attachment 2 - Direction for New Road Alignments
- Attachment 3 – Proposed Circulation Map
- Attachment 4 - Single-Family Lot Size
- Attachment 5 - Ensuring Appropriate Single-Family Character & Design Consistency
- Attachment 6 - Proposed Comprehensive Development District
- Attachment 7 - Plan Based on Survey results offered by Mr. Eshleman
- Attachment 8 - Proposed Official Community Plan Amendments

Proposed Land Use Map

City of Richmond

Land Use Map



<p>Residential Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base F.A.R.</p>	<p>Residential, Historic Single-Family, 2 ½ storeys max., 0.55 base F.A.R., 12m (39.4ft.) min. lot frontage (except along Bridge & Ash Streets where it shall be 18m/59.1 ft. min.) lot area, 360 m sq. (3,875.1 ft. Sq.) min. Lot area (except for lots that front Bridge & Ash Streets which shall be 550m sq./5,920.3 ft. Sq. min., provided that the corner lot shall be considered to front the shorter of its two road boundaries regardless of the orientation of its dwelling).</p>	<p>■■■■ Trail/Walkway</p>
<p>Residential, 2 ½ storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.</p>		<p>C Church</p>
<p>Residential, 2 ½ storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.</p>		<p>P Neighbourhood Pub</p>

ATTACHMENT 2

Direction Regarding the Flexibility of New Road Alignments**Issue:**

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

Discussion:

The plan directs that a number of new roads be established in the single-family area to facilitate the subdivision of backlands, limit the dependence of new residents on existing roads, create pedestrian-scaled blocks, and enhance access to the future park, etc. To be timely and affordable, such road development requires the cooperation of developers and some flexibility in road alignment. This has raised concern with some residents, however, that new roads could make their homes unliveable or unreasonably burden them with extra costs. The plan must, therefore, provide flexibility, while also providing adequate direction to ensure that the intended circulation concept and/or land uses are not compromised. In addition, in response to concerns raised by the neighbourhood, it is desirable to provide clarification with regard to the role of the north-south road between Bridge and No. 4 Road (e.g. Le Chow Street) in accessing properties.

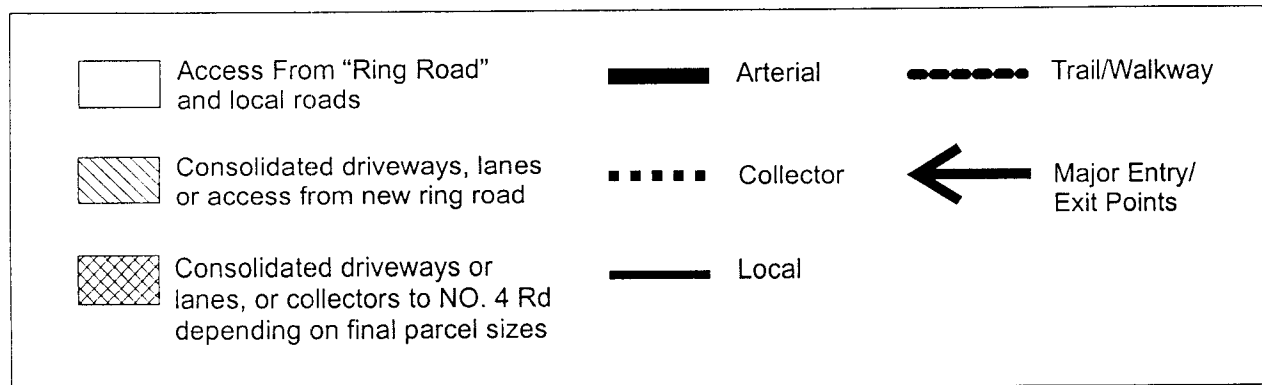
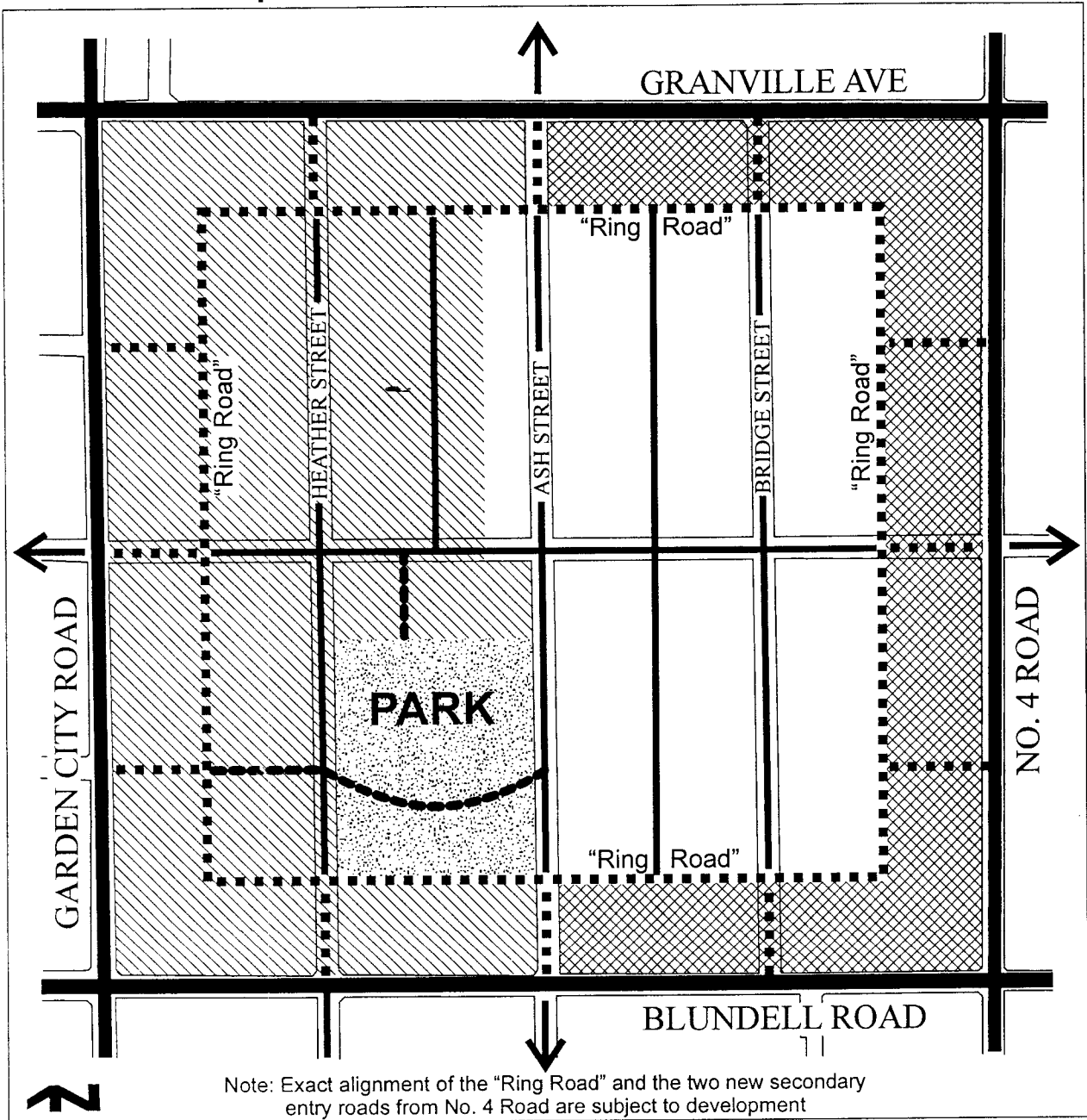
Recommendation:

- Establish a road network in McLennan South as per the “Circulation Concept” to facilitate development as encouraged under the “Land Use” map, limit reliance on Heather, Ash, and Bridge Street, create pedestrian-scaled blocks, and enhance access for residents, via vehicle and on foot, to neighbourhood amenities (i.e. park, school, etc.) and other destinations (**Attachment 3**).
- Amend the sub-area plan to indicate that new roads may deviate from the plan’s “Circulation Plan” where the proposed changes:
 - a) Do not result in significant traffic impacts on or compromise access to adjacent properties;
 - b) Do not result in any net increase in the amount of new road envisioned under the sub-area plan’s “Circulation Concept”;
 - c) Result in a coherent pattern that maintains the intended pedestrian-scale of the area’s blocks and facilitates pedestrian and vehicle circulation in a manner that is consistent with the neighbourhood’s intended residential character; and
 - d) Provide a recognizable benefit to the area (i.e. enhance backlands access, retain trees, etc.).
- Amend the sub-area plan such that vehicle access to Sills and Keefer, east of Ash Street, shall be limited to single-family lots, except where access to a multiple-family development will have negligible impact on adjacent single-family lots and will result in a recognizable community benefit (i.e. tree retention, increased on-site open space and/or green landscaping, etc.).
- Amend the sub-area plan such that vehicle access to multiple-family developments along the east side of Le Chow Street shall be limited to:
 - a) General Currie Road;
 - b) The two proposed No.4 Road connector roads parallel to General Currie Road; and
 - c) Shared driveways opening directly onto No. 4 Road, with the number of such driveways not to exceed one per city block (e.g. a maximum of four driveways between Granville Avenue and Blundell Road).

Proposed Circulation Concept

City of Richmond

Circulation Map



Single-Family Lot Size

Issue:

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

Discussion:

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

- a) Small-sized lots (e.g. 9 m/29.5 ft. minimum frontage) are:
 - Undesirable due in large part to the high cost and difficulty of implementing lanes and the small amount of on-site open space typical of this lot size.
- b) Medium-sized lots (e.g. 12 m/39 ft. minimum frontage) are:
 - Consistent with survey results indicating a preference (e.g. 63%) for smaller lots;
 - Consistent with community support for smaller lots that do not require rear lanes;
 - Preferred by the local development industry; and
 - Consistent with housing trends favouring smaller lots.
- c) Large-sized “lots (e.g. 18 m/59 ft. minimum frontage) are:
 - Consistent with survey results indicating a strong preference (e.g. 87%) for large lots along Bridge and Ash Streets; **BUT**
 - Inconsistent with local developer preferences; and
 - Inconsistent with well recognized housing trends, both locally and beyond, which favour smaller lots, especially in a high-amenity, urban location such as Richmond’s City Centre.
- d) No special development incentives, such as smaller lot sizes, should be provided along Sills, Keefer, or General Currie (e.g. nothing beyond the Development Cost Charge credits currently available along Sills and Keefer).

Conclusion

In refining the possible lot size options for consideration in McLennan South, it appears to be desirable to abandon any approach involving small lots (e.g. 9 m/29.5 ft. minimum frontage) and development incentives along Sills, Keefer, and General Currie. It also appears that medium-sized lots (e.g. 12 m/39 ft. minimum frontage) would be the best way to satisfy the demand for developing the backlands while avoiding the need for rear lanes, with large lots (e.g. 18 m/59 ft. minimum frontage) along Bridge and Ash Streets, consistent with the wishes of the neighbourhood (**Attachment 1**).

Ensuring Appropriate Single-Family Character & Design Consistency

Issue:

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

Discussion:

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

Recommendations:

- a) *Zoning:* Draft a Comprehensive Development District (CD) zone for use throughout McLennan South’s single-family area that is based on Richmond’s Single-Family Housing District (R1), but incorporates special features encouraged by the sub-area plan, such as large, landscaped front yards along all street frontages and hiding parking behind houses. (**Attachment 8**)
- b) *Design Guidelines:* Test “Building Schemes” on the area’s two pending rezoning applications and perhaps others, to determine their effectiveness and the desirability of their broader use in McLennan South. (Staff will assess the success of this approach and advise Council regarding the necessity to legally amend the sub-area plan accordingly.)

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

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

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

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

Item	Single Family Housing District (R1)	Comprehensive Development District (CD)
Uses	One-family dwelling & accessory uses (excluding secondary suites)	No change
Density	0.55 floor area ratio (FAR)	No change
Lot Coverage	45% for buildings	No change
Setbacks	<ul style="list-style-type: none"> • Front yard: 6 m (19.7 ft.) • Side yard: 1.2 m (3.9 ft.), but 3 m (9.8 ft.) where a property line abuts a road • Rear yard: 6 m (19.7 ft.), but 1.2 m for accessory buildings 	<ul style="list-style-type: none"> • Front yard: No change • Side yard: 1.2 m, but <u>6 m (19.7 ft.)</u> where a property line abuts a road • Rear yard: 6 m, but <u>0.6 m (2.0 ft.)</u> for accessory buildings
Heights	2 ½ storeys & 9 m (29.5 ft.)	No change
Building Separation	1.2 m (3.9 ft.)	No change
Screening & Landscaping	<ul style="list-style-type: none"> • Fence height: 1.2 m (3.9 ft.) within 2 m (6.6 ft.) of a road, but 2 m (6.6 ft.) elsewhere • Tree planting: 1 per lot, to be located in the front yard 	<ul style="list-style-type: none"> • Fence height: 1.2 m (3.9 ft.) within <u>6 m (19.7 ft.)</u> of a road, but 2 m (6.6 ft.) elsewhere • Tree planting: 3 per lot, 1 of which is to be located in the front yard
Lot Size	<ul style="list-style-type: none"> • Dealt with separately under Richmond’s subdivision bylaw, which requires a different zone (i.e. R1/B, R1/E, etc.) for each lot size. 	<ul style="list-style-type: none"> • Incorporated into the proposed zoning district (e.g. all lots will have the same zone, even if it is determined that lots along Bridge and Ash should be larger).

The following draft bylaw is applicable to “*Option 1: Large-sized lots along Bridge and Ash Streets, with medium-sized lots elsewhere*”:

DRAFT

“291. XXX COMPREHENSIVE DEVELOPMENT DISTRICT (CD/ XXX)”

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

291. XXX.1 PERMITTED USES

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

291. XXX.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. XXX.3 MAXIMUM LOT COVERAGE

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

291. XXX.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.XXX.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. XXX.5 MAXIMUM HEIGHTS

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

291. XXX.6 MINIMUM LOT SIZE

- .01 **Frontage:** 12 m (39.370 ft.),
PROVIDED THAT for a **corner lot**, the minimum shall be 14 m (45.932 ft.),
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. XXX.7 MINIMUM BUILDING SEPARATION SPACE 1.2 m (3.937 ft.).

291. XXX.8 SCREENING & LANDSCAPING

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

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

- a) When located within 6 m (19.685 ft.) of a **public road**, 1.2 m (3.937 ft.). In the case of such a **fence**, its height shall be calculated from the higher of:
 - (i) The point at which the **fence** intersects the ground; or
 - (ii) The top of any curb abutting the property, or if there is no curb, the crown of the adjacent roadway.
- b) When located elsewhere within a required **yard**: 2 m (6.562 ft.).

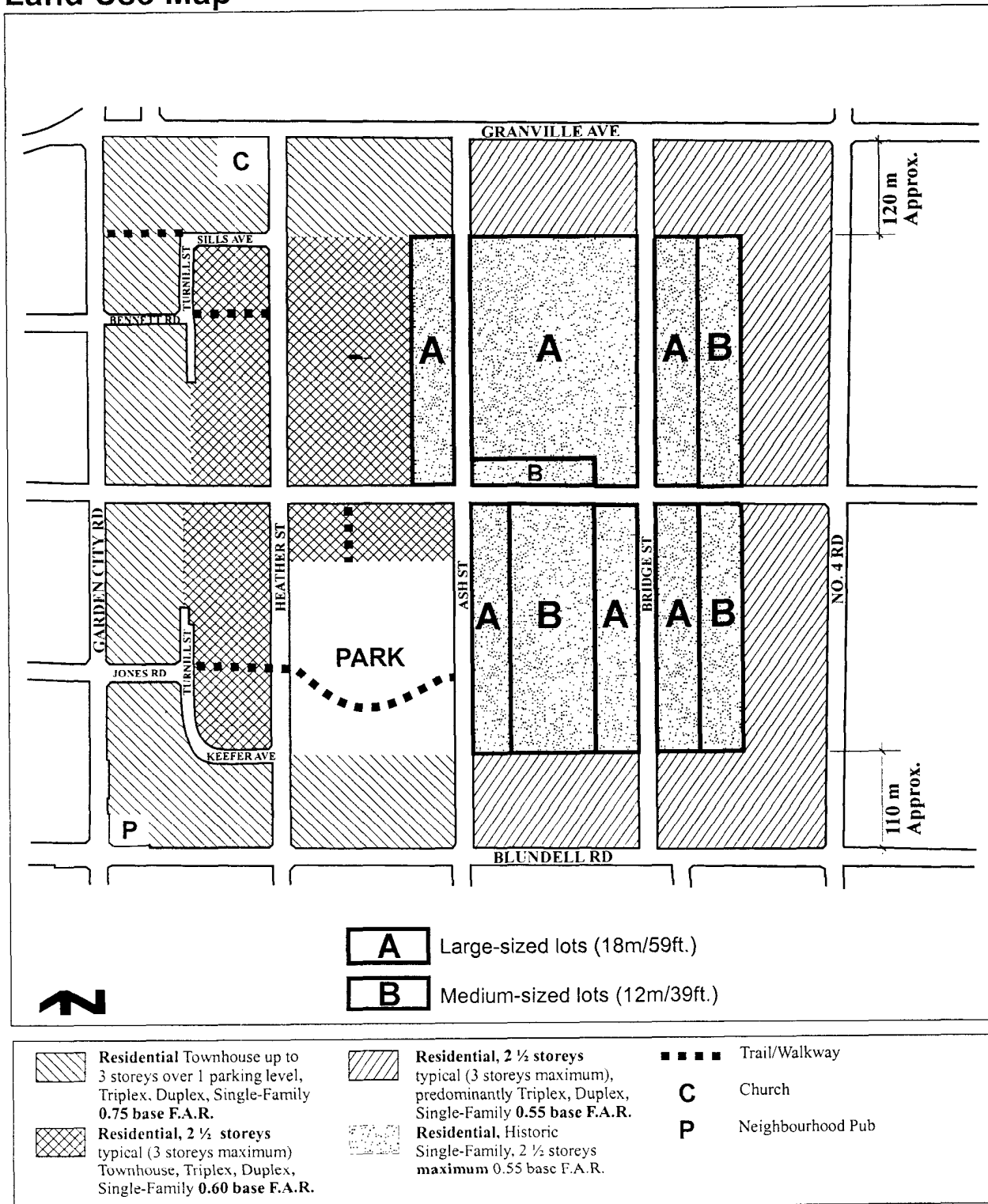
.02 Landscaping Requirements

- a) On a **lot** where a **fence** has been erected adjacent and parallel to, but not actually upon a property line which abuts a **public road**, the portion of the **lot** between the **fence** and the said property line shall be planted and maintained with any combination of trees, shrubs, ornamental plants or lawn.
- b) On a **lot** that has resulted from a single subdivision plan that created two or more **lots**, the owner shall plant and maintain three (3) trees of a minimum size of 63 mm (2.5 in.) 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**.

Plan Based on Survey Results
Offered by Mr Eshleman

City of Richmond

Land Use Map





City of Richmond

Bylaw 7738

**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 7738**

The Council of the City of Richmond enacts as follows:

1. Schedule 2.10D (McLennan South Sub-Area Plan) to Richmond Official Community Plan Bylaw 7100 is amended by
 - 1.1 Repealing section 1.2 Goals, item c), second bullet, and replacing it with:
 - The introduction of lanes and shared driveways in the multi-family areas to promote a continuous tree-lined streetscape uninterrupted by driveways;”
 - 1.2 Repealing section 3.0 Neighbourhoods & Housing, Objective 1, Policies, Family Orientation and Stability, item b), and replacing it with:
 - “2. Encourage families with children to choose to live in McLennan South and enable older residents to age-in-place by providing a mix of housing types attractive to a variety of households (as per the “Land Use” map), including:
 - 3-storey townhouses over parking (to a maximum of 4 storeys as measured from the elevation of the adjacent street) around the perimeter of the western half of the neighbourhood;
 - A mix of 2, 2 1/2, and 3 storey townhouses in the inner portion of the western half of the neighbourhood;
 - Mixed clusters of single-family, duplex, and triplex housing around the perimeter of the eastern half of the neighbourhood; and
 - Single-family housing in the inner portion of the eastern half of the neighbourhood, characterized by 6 m (19.7 ft) minimum building setbacks along all public roads and limiting garages to a maximum of 50% of the building width on street facing facades.

1.3 Repealing section 4.0 Transportation, Objective 1: Policies: General Improvements to Circulation in McLennan South, item a), and replacing it with:

- “a) Establish a road network in McLennan South as per the “Circulation Map” to facilitate development as encouraged under the “Land Use Map”, limit reliance on Heather, Ash, and Bridge Streets, create pedestrian-scaled blocks, and enhance access for residents, via vehicle and on foot, to neighbourhood amenities (i.e. park, school, etc.) and other destinations.

New roads may deviate from the “Circulation Map” (e.g. without amending the “Circulation Map” diagram) where the proposed changes:

- Do not result in significant traffic impacts on or compromise access to adjacent properties;
- Do not result in any net increase in the amount of new road envisioned under the “Circulation Map”;
- Result in a coherent pattern that maintains the intended pedestrian-scale of the area’s blocks and facilitates pedestrian and vehicle circulation in a manner that is consistent with the neighbourhood’s intended residential character; and
- Provide a recognizable benefit to the area (i.e. enhance backland access, retain trees, etc.).

1.4 Repealing section 4.0 Transportation, Objective 1: Policies: Managing the Car, item e), and replacing it with:

- “e) Reduce the impact of the car on the appearance of the streetscape and residential livability by:

- Concealing parking from the street (e.g. locate garages and surface parking behind dwellings, orient garage doors away from the street, reduce the width of garage doors on principal facades, etc.);
- Limiting the size and number of driveways (e.g. through the use of shared driveways, lanes, maximum garage widths, etc.);
- Limiting vehicle access to Sills and Keefer Avenues, east of Ash Street, to single-family lots, except where access to a multiple-family development will have negligible impact on adjacent single-family properties and will result in a recognizable community benefit (i.e. tree retention, increased on-site open space and/or green landscaping, etc.); and
- Limiting vehicle access to multiple-family developments along the east side of Le Chow Street (e.g. the eastern leg of the “ring road”) to:
 - a) General Currie Road;

April 29, 2004

- b) The two roads that link Le Chow Street with No.4 Road and run parallel to General Currie Road; and
- c) Shared driveways opening directly onto No. 4 Road, with the number of such driveways not to exceed one per city block (e.g. a maximum of four driveways between Granville Avenue and Blundell Road).

1.5 Repealing the "Land Use Map" to Schedule 2.10D, and replacing it with "Schedule 1 to Bylaw 7738".

1.6 Repealing the "Circulation Map" to Schedule 2.10D, and replacing it with "Schedule 2 to Bylaw 7738".

2. This Bylaw is cited as "**Amendment Bylaw 7738**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CITY CLERK

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



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ADOPTED

MAYOR

MAY 25 2004

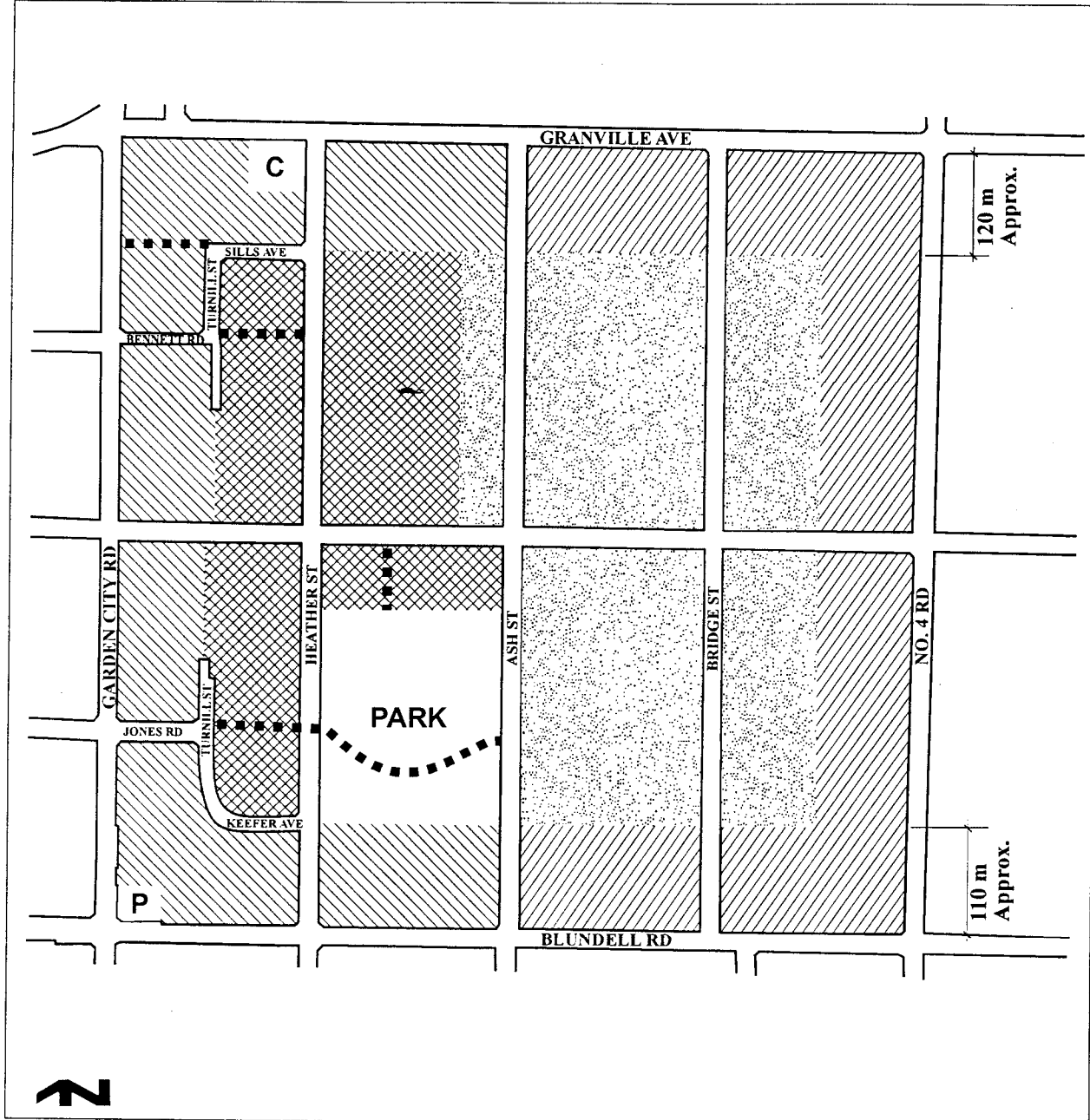
CITY CLERK

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

Proposed Land Use Map

City of Richmond

Land Use Map



	Residential Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base F.A.R.		Residential, Historic Single-Family , 2 ½ storeys max., 0.55 base F.A.R., 12m (39.4ft.) min. lot frontage (except along Bridge & Ash Streets where it shall be 18m/59.1 ft. min.) lot area, 360 m sq. (3,875.1 ft. Sq.) min. Lot area (except for lots that front Bridge & Ash Streets which shall be 550m sq./5,920.3 ft. Sq. min., provided that the corner lot shall be considered to front the shorter of its two road boundaries regardless of the orientation of its dwelling).		Trail/Walkway
	Residential, 2 ½ storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.			C	Church
	Residential, 2 ½ storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.			P	Neighbourhood Pub

Circulation Map

