



## City of Richmond

## Report to Committee

*To Council - Jan 27, 2003*

*To PLANNING - JANUARY 21, 2003*

Date: December 19, 2002

File: RZ 02-213224

↳ 8060-20-7471 8060-20-7472  
8060-20-7473

To: Planning Committee  
From: Joe Erceg  
Manager, Development Applications

Re: **APPLICATION BY PORTE REALTY LTD. FOR REZONING AT 7491, 7511, 7551, AND 7571 NO. 4 ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (R1/F) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD/35), AND TO AMEND THE BUILDING SETBACKS, LOT COVERAGE, BUILDING HEIGHT, AND LOT SIZE REQUIREMENTS UNDER COMPREHENSIVE DEVELOPMENT DISTRICT (CD/35)**

### Staff Recommendation

1. That Official Community Plan Amendment Bylaw No. 7471, to amend Schedule 2.10D (McLennan South Sub-Area Plan) by introducing a number of text amendments affecting the area designated for "Residential, 2½ storeys, Triplex, Duplex, Single-Family, 0.55 base FAR", be introduced and given first reading.
2. That Bylaw No. 7471, having been examined in conjunction with the Capital Expenditure Program, the Waste Management Plan, the Economic Strategy Plan, and the 5 Year Financial Plan, is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3) of the Local Government Act.
3. That Bylaw No. 7471, having been examined in accordance with the City Policy No. 5002 on referral of Official Community Plan Amendments, is hereby deemed to have no effect upon an adjoining Municipality nor function or area of the Greater Vancouver Regional District, in accordance with Section 882(3)(d) and (e) of the Local Government Act.
4. That Bylaw No. 7471, having been examined in accordance with the requirement in the Accord between the City and the Vancouver International Airport Authority, is hereby deemed to be outside the areas affected by aeronautical operations.
5. That Bylaw No. 7472, to amend the building setbacks, lot coverage, building height, and lot size permitted under "Comprehensive Development District (CD/35)", be introduced and given first reading.
6. That Bylaw No. 7473, for the rezoning of 7491, 7511, 7551, and 7571 No. 4 Road from "Single-Family Housing District, Subdivision Area F (R1F)" to "Comprehensive Development District (CD/35)", be introduced and given first reading.

*H. Erceg*

for Joe Erceg  
Manager, Development Applications

Att. 2

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER

*David Smith*

## Staff Report

### Origin

Porte Realty Ltd., has applied to the City of Richmond for permission to rezone 7491, 7511, 7551, and 7571 No. 4 Road (**Attachment 1**) from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/35) in order to develop 45 townhouses, including fifteen 3-storeys units and thirty 2- and 2½-storey units. (**Attachment 2**) In addition, this report proposes that the McLennan South Sub-Area Plan is amended to permit 3-storey buildings in the neighbourhood's townhouse area currently designated for a maximum of 2 ½ storeys; and that Comprehensive Development District (CD/35) be amended to accommodate the proposed development and similar future developments.

### Findings Of Fact

Item	Existing	Proposed
Owner	S-401 Holdings Ltd. H & V Lindner Octave Developments Ltd.	Porte Realty Ltd.
Applicant	Porte Realty Ltd.	No change
Site Size	10,404.0 m <sup>2</sup> (2.57 ac)	9,525.8 m <sup>2</sup> (2.35 ac) • Reduction due to 7.5 m (24.61 ft.) wide road dedication along the site's west edge
Land Uses	Single family homes & vacant land	45 townhouses @ 2 & 3-storeys
City Centre Area Plan Designation	Residential	No change
Sub-Area Plan Designation (McLennan South)	Residential, 2 ½ storeys, Triplex, Duplex, Single Family - 0.55 base F.A.R.	Residential, 2 ½ storeys typical (3 storeys maximum), Predominantly Triplex, Duplex, Single Family - 0.55 base F.A.R.
Zoning	Single-Family Housing District, Subdivision Area F (R1/F)	Comprehensive Development District (CD/35) @ 0.6 floor area ratio (FAR). Amendments are proposed to: • Reduce lot coverage on large lots such as the subject site from 40% to 30%; • Specify setbacks from public roads (e.g. 9 m/29.5 ft. from No. 4 Road and 6 m/19.7 ft. from all others); • Specify maximum number of storeys, (e.g. 2½ storeys within 20 m/65.6 ft. of a road and 3 storeys beyond that); and • Delete minimum lot size.

***Sub-Area Plan Overview***

The McLennan South Sub-Area Plan 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 and heights as follows:

- The plan provides for a variety of townhouse developments ranging in “base density” from 0.55 floor area ratio (FAR) near No. 4 Road (including the subject site) to 0.75 FAR near Garden City Road. Use of the term “base density” provides the flexibility for increases in density where those increases can provide compensation/incentive (i.e. for dedicating roads, etc.) and a high quality of design can be achieved. To date, most approved projects in McLennan South have achieved a higher density than their designated “base density”. The degree to which projects have exceeded their base density ranges from 0.03 to 0.09 FAR.
- The sub-area plan directs that the subject site and future townhouses to the north and south of the subject site should be a maximum of 2½ storeys to be consistent with the height of the designated single-family residential area to the west. Along Heather Street, townhouse development was similarly designated for a maximum of 2 ½ storeys, but this was amended to permit 3-storey buildings where the additional height would have negligible impact on neighbours and it provides for more open space and/or other benefits (i.e. +/-30% site coverage versus +/-46%).
- The plan directs that a number of new roads be established including north-south roads that typically follow the rear property lines of lots and facilitate subdivision and redevelopment, and east west-roads that provide access to the new north-south roads and to adjacent arterials. Under the plan, a north-south road is proposed along the subject site’s west property line and a new east-west road connected to No. 4 Road should be established either on-site or nearby.

***Surrounding Development***

The subject site is situated along the western edge of No. 4 Road in the least dense multiple-family area designated under the McLennan South Sub-Area Plan. The area around the subject site is characterized by a mix of older and newer homes and vacant lands. The plan generally intends that this part of McLennan South will be redeveloped with a mix of detached, duplex, and triplex dwellings, either as low density townhouse projects or as fee simple subdivisions. To date, no projects have been developed in this part of McLennan South, but several are undergoing review and others are expected to make application for redevelopment shortly.

***Indoor Residential Amenity Space***

In lieu of providing on-site, indoor amenity space, a number of projects in McLennan South have provided \$1,000 per dwelling towards construction of the neighbourhood park. City-wide indoor amenity space requirements for multiple-family projects are currently under review, and recommendations are expected early in 2003 with regard to the appropriateness of continuing this practice over the long-term. In the meantime, developers in McLennan South will continue to be given the option to provide indoor amenity space on-site or to contribute towards the park.

***Development Permit Guidelines***

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

**Staff Comments*****Policy Planning***

The proposed amendment to the sub-area plan is consistent with a previously approved change to the plan's townhouse area centered along Heather Street, and importantly will provide for the increased open space necessary for the project to achieve the plan's landscape and character objectives. The proposed amendments to Comprehensive Development District (CD/35) have no impact on the small City Centre site for which the zone was originally created, and will make it appropriate to both the subject site and similar McLennan South properties. The proposed development is an attractive solution to the sub-area plan's built form objectives and the need to accommodate future redevelopment of a landlocked lot at 7531 No. 4 Road. Furthermore, the developer's provision of new north-south and east-west roads will greatly help to facilitate redevelopment of the surrounding area, and his contribution of \$36,960 towards the City's affordable housing reserve will help Richmond support much needed projects across the city. The developer has also selected to contribute \$1,000 per dwelling towards development of the neighbourhood park in lieu of providing on-site, indoor amenity space, as has been recent practice with a number of projects in McLennan South. Staff recommend that processing of a Development Permit (DP) application to the satisfaction of the Manager of Development Applications be made a condition of final adoption of the subject application for rezoning, and that at DP stage, the following is considered:

- The developer should work to better define the project's unit clusters by varying setbacks between buildings to create more space between the clusters, applying the concept/image of a "primary building" as described in the DP guidelines, incorporating distinguishable differences in the form and character of the various clusters, and reinforcing the definition of clusters through landscaping.
- While the plan notes that individual units need not front streets, care should be taken to ensure that the streetscape along Le Chow Street and No. 4 Road are welcoming and that residents and their visitors have convenient access to these roads via clearly marked pedestrian paths to individual units or clusters (as appropriate), not simply to the project as a whole.
- While the project provides for a large amount of open space, it is broken up into large setback areas and small internal pockets. Steps should be taken in the design of the overall site and the detailing of paths, driveways, etc. to ensure that the impression is one of housing set in a green, landscaped, open space network, rather than one of unconnected patches of open space dominated by driveways.

***Transportation***

As per the McLennan South Sub-Area Plan, the subject development incorporates a “half” north-south road along its west property line (e.g. Le Chow Street) and land for a “half” east-west road linking No. 4 Road with a future extension of the north-south road. In addition, the developer will be required to facilitate the City’s acquisition (at the City’s cost) of additional land to complete the full width of the east-west road. Construction of the north-south road will be the responsibility of the developer, but the east-west road will be constructed by others as the area around the subject site continues to develop. Staff believe that the provision of these two road right-of-ways are critical to the future of the McLennan South area as the north-south road is needed for the subdivision and redevelopment of the backlands of properties along Bridge Street and the east-west road is needed to provide access to the north-south road and to disperse traffic. More specifically, as a condition of rezoning, the developer must:

- Dedicate a 7.5 m (24.6 ft.) wide strip of land along the site’s west property line and secure a 1.5 m (4.9 ft.) wide Public Rights of Passage right-of-way immediately adjacent to it, together with funding for construction of a “half road” (e.g. Le Chow Street). It is not expected that the road will be constructed until neighbouring properties redevelop. If at that time the City determines that some or all of the Public Rights of Passage right-of-way is not required, the unnecessary portion will be released.
- Provide temporary public access to the proposed “half road” from No. 4 Road via a Public Rights of Passage right-of-way across the subject site (the design of which must be to the satisfaction of Transportation staff). When permanent access to the “half road” is established, the City will release the right-of-way, but the property owner may maintain driveway access to No. 4 Road and/or the “half road”. No other driveway access to No. 4 Road or the “half road” will be permitted from the subject site.
- Provide a shared access easement across the subject site in favour of 7531 No. 4 Road. This easement is redundant while the Public Rights of Passage right-of-way is in place across the subject site; however, it should be provided as a condition a rezoning in order to avoid the need to negotiate access with the subject site’s residents when that right-of-way is released.
- Provide a 10 m (32.8 ft.) wide strip of 7631 No. 4 Road to Richmond (for future development as road by others), and facilitate the City’s acquisition of the remainder of that lot at fair market value. The developer will be eligible for Development Cost Charge (DCC) credits for this contribution of land for road purposes. (**Attachment 1**)

***Engineering***

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

1. Consolidation of the subject properties into a single parcel.
2. Dedication of a:
  - 7.5 m (24.6 ft.) wide strip of land along the site’s entire west property line for Le Chow Street; and
  - 10 m (32.81 ft.) wide strip along the entire north edge of 7631 No. 4 Road.
3. Registration of Public Rights of Passage right-of-ways:
  - Along the east side of the proposed Le Chow Street road dedication, a 1.5 m (4.9 ft.) wide, for possible road development (to be released in whole or in part if the City determines it is not required); and

- Across the subject site linking No. 4 Road with Le Chow Street, +/- 9 m (29.5 ft.) wide, for public vehicular and pedestrian access between No. 4 Road and Le Chow Street until such time as permanent public access to Le Chow Street is established elsewhere. The construction and maintenance of this right-of-way will be at the sole cost of the property owner.
4. Registration of a cross access easement across the subject site in favour of 7531 No. 4 Road.
  5. Registration of a restrictive covenant identifying a maximum of one approved driveway location on No. 4 Road and one on Le Chow Street.
  6. Payment of "cash in lieu" for future construction of Le Chow Street along the subject site's east edge based on a cost estimate prepared and sealed by a P. Eng. A full engineering design does not need to be done at this time. The cost estimate must be based on the combined 9 m (29.5 ft.) road right-of-way and take into account removal and appropriate replacement material for the entire right-of-way, 5 m (16.40 ft.) of full road construction, 150 mm (6") storm sewer, curb and gutter, 2 m (6.56 ft.) wide grass boulevard complete with 7 cm (3") trees at 9 m (29.53 ft.) on centre, decorative "Zed" street lights, and a 1.75 m (5.74 ft.) wide concrete sidewalk. (Note: Costs for upsizing the storm sewer, installation of a watermain and sanitary sewer, and the provision of BC Hydro and Telus ducts will be the responsibility of the Bridge Street properties east of the subject site.)

## Analysis

### ***Proposed Amendment to the McLennan South Sub-Area Plan***

The subject development is in conformance with city-wide and City Centre objectives for development and population growth. The proposed amendment to the sub-area plan is consistent with a previously approved change made to the plan's townhouse area centred along Heather Street. In both cases, the plan originally limited development to a maximum of 2½ storeys, which restricts its form (e.g. making it rigid and repetitive) and results in relatively high site coverage. Along Heather Street, the amendment to allow 3-storey units has resulted in projects with +/-30% site coverage as opposed to 46% where development was previously limited to 2 ½ storeys. In the vicinity of the subject site, the ability to increase height where it will not impact neighbours, and by doing so reducing site coverage, is important if projects such as the subject development are to achieve sub-area plan objectives for extensive landscaping and open space.

### ***Proposed Amendments to Comprehensive Development District (CD/35)***

The proposed amendments to Comprehensive Development District (CD/35) have no impact on the small City Centre site for which the zone was originally drafted, and will make it not only appropriate to development of the subject site, but to similar properties elsewhere (a number of which are expected to be the McLennan South area). More specifically:

- The proposed reduction in lot coverage from 40% to 30% for large lots, such as the subject site, is consistent with the proposed sub-area plan amendment, which seeks to allow increased building height where it will provide for more open space and landscape opportunities;

- The proposed change in setback requirements merely ensures that double fronting lots, such as the subject site, will treat all road frontages as “front yards” and that a broader setback will be provided along No. 4 Road as per the sub-area plan;
- The existing zoning district limits building height to 11 m (36.1 ft.), except within 20 m (65.6 ft.) of a road, where it may be no more than 9 m (29.5 ft.). The proposed amendment makes two key changes to the zone’s height limitations:
  - a) It limits building height to 3 storeys where 11 m (36.1 ft.) buildings are permitted and 2½ storeys elsewhere, to ensure that the intent of the sub-area plan and the proposed amendment described earlier are explicit in the zoning district, and to ensure a good fit with 7531 No. 4 Road and other single-family neighbours; and
  - b) It increases the zone’s 9 m (29.5 ft.) height to 10 m (32.81 ft.) to allow for more attractive roof forms (i.e. steeper pitches, dormers, etc.) in keeping with the character intended under the sub-area plan.
- The proposed amendment deletes the minimum lot size requirement on the basis that it is unnecessarily restrictive and serves no practical purpose.

### ***Subject Development***

The proposed development is an attractive solution to the sub-area plan’s challenging, and somewhat contradictory, set of built form objectives that seek to encourage small building blocks (i.e. detached, duplex, and triplex units, rather than more common +/-6 unit townhouse buildings) and large, contiguous landscaped areas and open spaces. The need to provide more side yard space between the smaller buildings makes it difficult to achieve the plan’s open space objectives, but nevertheless, the proposed development appears to have found a good balance through the introduction of a limited number of 3-storey units and slightly larger building blocks in the centre of the site.

The proposed development “landlocks” 7531 No. 4 Road. Buildings around this site will be set very far back from its property lines except on the south side. Building along that edge will be limited for the most part to 2½ storeys (as per the request of the owner of 7531 No. 4 Road) except for three 3-storey units. Staff recognize that these 3-storey units may cause some concern with regard to overlook and shading, and will work with the developer to improve the relationship between the two sites. However, it should be noted that the three units are only +/- 12.2 m (40 ft.) wide (e.g. +/-25% of the length of the south property line of 7531 No. 4 Road) and that the developer plans to provide substantial landscaping along this edge of his site (and the other edges of 7531 No. 4 Road). In addition, the siting of proposed buildings on the subject site, together with a cross access easement, will ensure that 7531 No. Road can be developed to a similar standard as the subject development when the owner sees fit.

Overall, the subject project appears to be well designed, and staff believe it could be a practical model for other multiple-family development along the east edge of McLennan South.

## Financial Impact

As a condition of rezoning, the developer must provide a 10 m (32.81 ft.) wide strip of 7631 No. 4 Road to the City for future development by others as road. This land is to be provided at no cost to the City, however, the developer will be eligible for Development Cost Charge (DCC) credits. In addition, he will be required to facilitate the City's acquisition of the balance of 7631 No. 4 Road at fair market value, with funding coming from the DCC program.

## Conclusion

The subject development is in conformance with City objectives for development and population growth. The proposed amendment to the McLennan South Sub-Area Plan is consistent with a previous development in the neighbourhood and will help facilitate future redevelopment of adjacent properties. The proposed amended zoning district is compatible with sub-area plan objectives and may have future applications in this area. Overall, the subject development appears to be well thought out and merit favourable consideration.

*Suzanne Carter-Huffman.*

Suzanne Carter-Huffman  
Senior Planner/Urban Design

SPC:cas

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

- Consolidation of the subject properties into a single parcel.
- Dedication of a:
  - a) 7.5 m (24.6 ft.) wide strip of land along the site's entire west property line for Le Chow Street; and
  - b) 10 m (32.81 ft.) wide strip along the entire north edge of 7631 No. 4 Road.
- Registration of Public Rights of Passage right-of-ways:
  - a) Along the east side of the proposed Le Chow Street road dedication, a 1.5 m (4.9 ft.) wide, for possible road development (to be released in whole or in part if the City determines it is not required); and
  - b) Across the subject site linking No. 4 Road with Le Chow Street, +/- 9 m (29.5 ft.) wide, for public vehicular/pedestrian access between the two roads until permanent public access to Le Chow Street is established elsewhere. Maintenance of this right-of-way will be at the sole cost of the property owner.
- Registration of a cross access easement across the subject site in favour of 7531 No. 4 Road.
- Registration of a restrictive covenant identifying one driveway location on No. 4 Rd and one on Le Chow St.

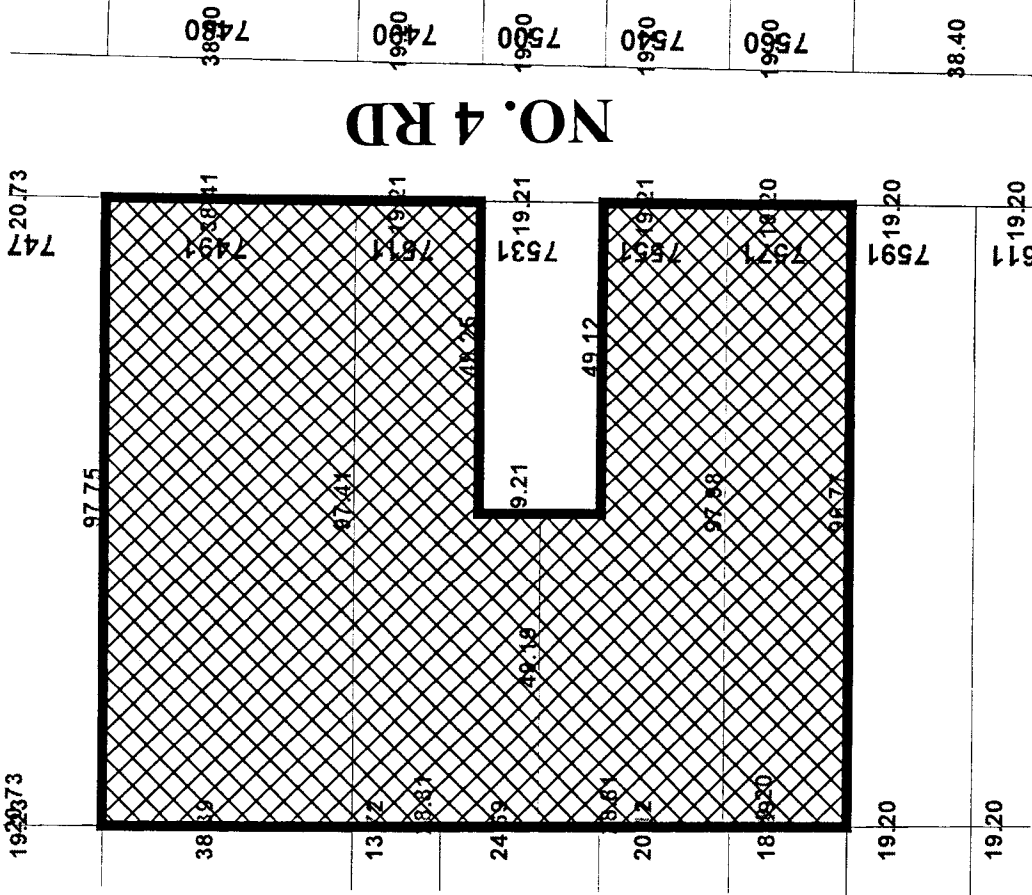
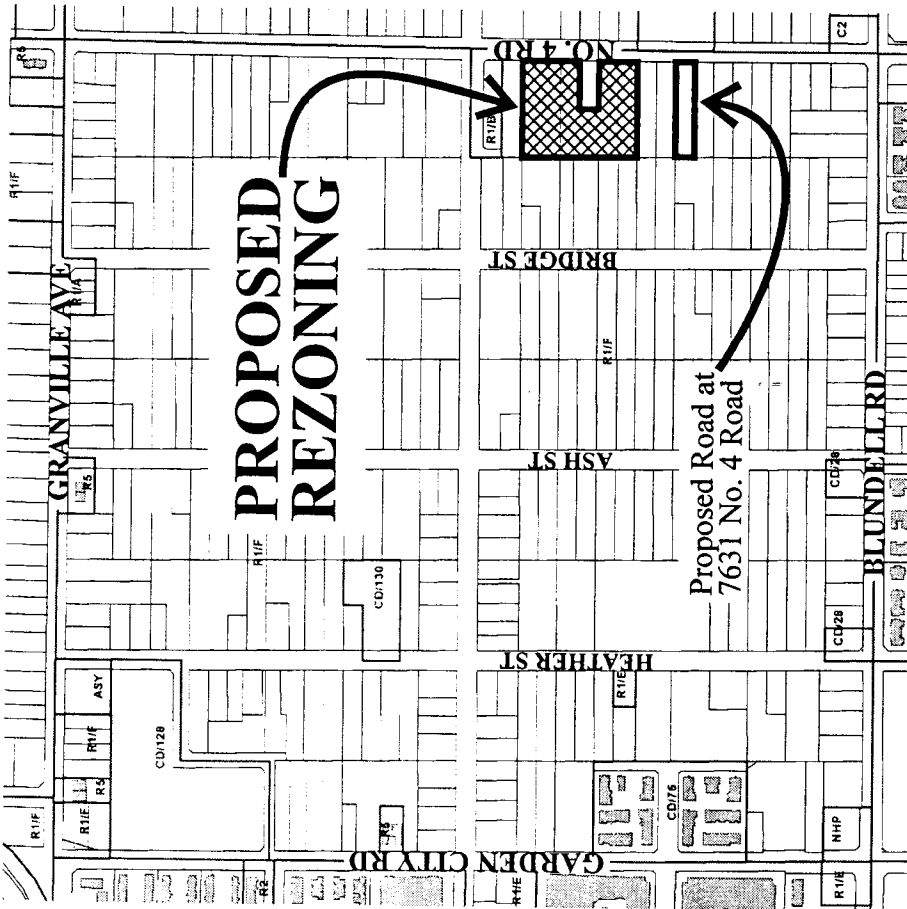
Development requirements, specifically:

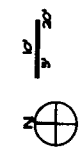
- Facilitate the City's acquisition of the balance of 7631 No. 4 Road at fair market value.
- Payment of "cash in lieu" for future construction of Le Chow Street along the subject site's east edge based on a cost estimate prepared and sealed by a P. Eng. A full engineering design does not need to be done at this time. The cost estimate must be based on the combined 9 m (29.5 ft.) road right-of-way and take into account removal and appropriate replacement material for the entire right-of-way, 5 m (16.40 ft.) of full road construction, 150 mm (6") storm sewer, curb and gutter, 2 m (6.56 ft.) wide grass boulevard complete with 7 cm (3") trees at 9 m (29.53 ft.) on centre, decorative "Zed" street lights, and a 1.75 m (5.74 ft.) wide concrete sidewalk. (Note: Costs for upsizing the storm sewer, installation of a watermain and sanitary sewer, and the provision of BC Hydro and Telus ducts will be the responsibility of the adjacent Bridge Street properties.)
- Processing of a DP application to the satisfaction of the Manager of Development Permit Applications.
- \$45,000 (e.g. \$1,000/unit) to neighbourhood park construction in lieu of providing indoor amenity space.
- \$36,960 towards Richmond's affordable housing reserve.



**Note: Dimensions are in METRES**

# City of Richmond





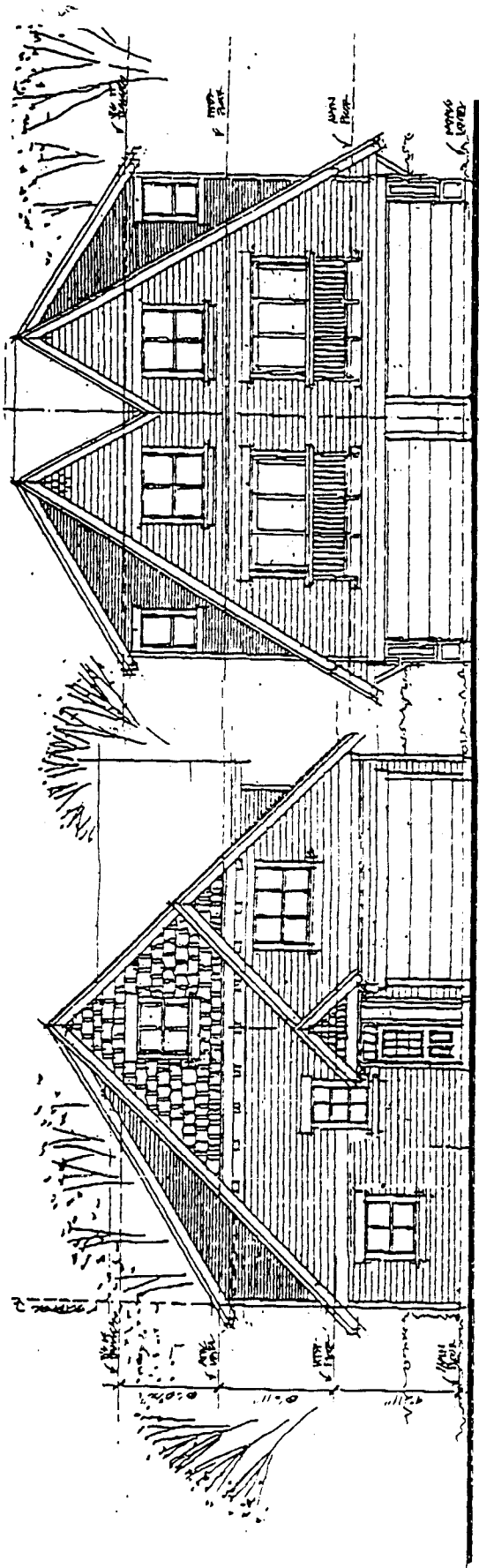
# SITE PLAN -TOTAL 45 UNITS FINAL OPTION



## PROJECT STATISTICS

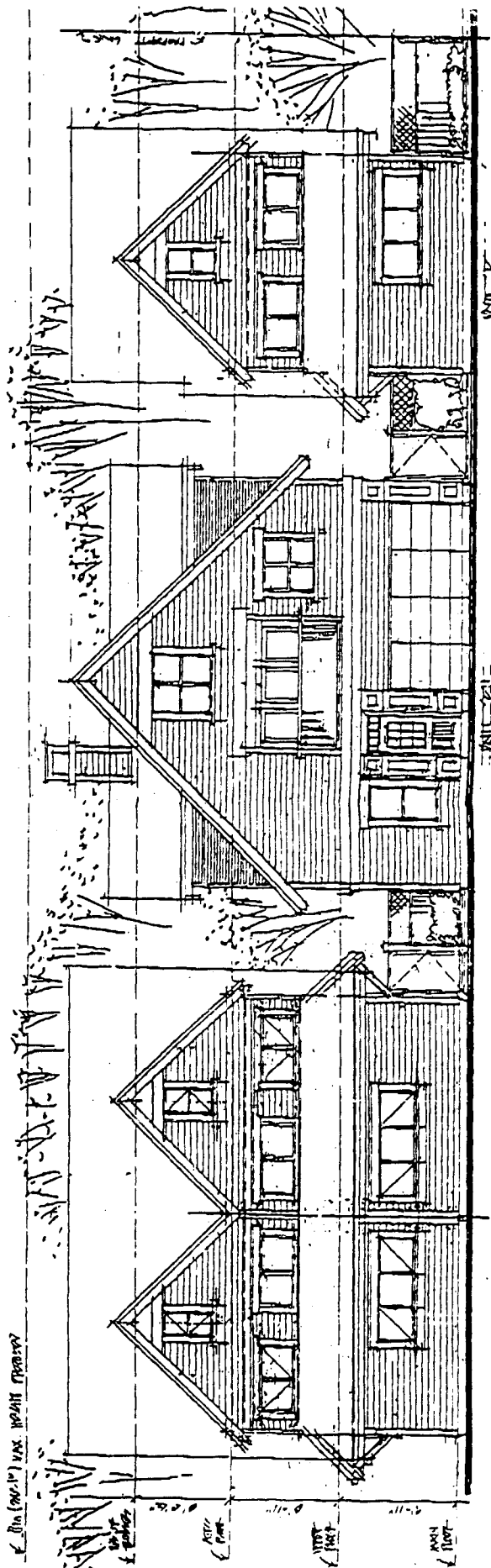
[illegible]

PROVIDED: 40 GARAGE + 51 FACE = 91 STALLS



FRONT ELEVATION

2. 1/2" (1/4" max. point) 1/2"



COURTYARD ELEVATION



**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 7471 (RZ 02-213224)  
7491, 7511, 7551, AND 7571 No. 4 Road**

The Council of the City of Richmond, in open meeting assembled, 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 the bullets under section 4.7.3 A, Building Scale, and replacing it with:
    - “a) Housing should typically be grouped in clusters bordered by trees and green landscaping linked to a contiguous open space network and focused around landscaped courtyards.
    - b) Housing clusters on large sites should typically include three to four buildings, one of which is a larger “primary building” incorporating three units (or more where they are small and the resulting building complements the scale of the cluster). Clusters on small sites may simply include a larger detached dwelling or duplex with a smaller coach house.
    - c) When viewed from public roads, detached and duplex dwellings should be more visible than larger, “primary buildings”. Where this concept cannot apply, such as in the case of small lots, subtle variations should be incorporated between neighbouring buildings/properties to avoid a repetitive, urban look. Variations could include differences in building setbacks accentuated by large trees and other landscape features; differences in roof style and gable orientation; a mix of homes with large and small porches and some without any; differences in colour; etc.
    - d) Buildings should typically be no more than 2 ½ storeys in height, but may be up to 3 storeys where impacts on adjacent development are negligible and the additional height provides for greater open space/landscape opportunities, a more informal and attractive streetscape, and/or other benefits.
    - e) Building setbacks along public roads should vary to convey an image of informality, provide opportunities to incorporate mature vegetation into new developments, and provide visual interest. As such, building setbacks should be as follows:
      - “Ring road” - 6 m (19.7 ft.) to 9 m (29.5 ft.);
      - No. 4 Road - 9 m (29.5 ft.) to 15 m (49.2 ft.); and
      - Entry roads (e.g. access to No. 4 Road) - 6 m (19.7 ft.) or more.

- f) Existing single-family homes may not be landlocked without access to the “ring road” or an approved shared driveway access to No. 4 Road.”
- 1.2 Repealing section 4.7.4 A, Plant Materials (d), and replacing it with:
- “d) Along No. 4 Road, plant tall, fast growing trees in the required setback. At the property line, plant a dense hedgerow or shrub border to act as a buffer. Native plants or agriculturally introduced plants are recommended, such as blueberry, elderberry, and salmonberry.”
- 1.3 Repealing the bullets under section 4.8.3 A, Building Form, and replacing it with:
- “a) Housing should typically be grouped in clusters bordered by trees and green landscaping linked to a contiguous open space network and focused around landscaped courtyards.
  - b) Housing clusters on large sites should typically include three to four buildings, one of which is a larger “primary building” incorporating three units (or more where they are small and the resulting building complements the scale of the cluster). Clusters on small sites may simply include a larger detached dwelling or duplex with a smaller coach house.
  - c) When viewed from public roads, detached and duplex dwellings should be more visible than larger, “primary buildings”. Where this concept cannot apply, such as in the case of small lots, subtle variations should be incorporated between neighbouring buildings/properties to avoid a repetitive, urban look. Variations could include differences in building setbacks accentuated by large trees and other landscape features; differences in roof style and gable orientation; a mix of homes with large and small porches and some without any; differences in colour; etc.
  - d) Buildings should typically be no more than 2 ½ storeys in height, but may be up to 3 storeys where impacts on adjacent development are negligible and the additional height provides for greater open space/landscape opportunities, a more informal and attractive streetscape, and/or other benefits.
  - e) Buildings should be setback a minimum of 6 m (19.7 ft.) along public roads.
  - f) Existing single-family homes and small lots may not be landlocked and must be provided with rear lane access where they occur along Blundell Road and shared driveways or rear lanes elsewhere.”
- 1.4 Repealing section 4.8.4 B, Entrances (d).

- 1.5 Repealing the description of the area designated as "Residential, 2½ storeys, Triplex, Duplex, Single Family, 0.55 base F.A.R." on Attachment 1 to Schedule 2.10D, and replacing it with:
- "Residential, 2½ storeys typical (3 storeys maximum),  
Predominantly Triplex, Duplex, Single-Family, 0.55 base F.A.R."
- 1.6 Repealing the description of the area designated as "Areas C1, C2, Clusters of Single-Family, Duplex, Triplex Units" on Attachment 2 to Schedule 2.10D, and replacing it with:
- "Areas C1, C2, Clusters of Predominantly Single-Family, Duplex, Triplex Units"
2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7471"**.

FIRST READING

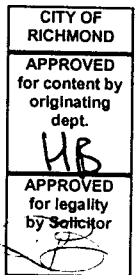
PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

JAN 27 2003

\_\_\_\_\_  
MAYOR\_\_\_\_\_  
CITY CLERK



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7472 (RZ 02-213224)  
7491, 7511, 7551, AND 7571 NO. 4 ROAD**

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 Section 291.35.6, Minimum Lot Size, and by replacing Sections 291.35.3, 291.35.4, and 291.35.5 with the following:

**“291.35.3 MAXIMUM LOT COVERAGE:**

.01 40% for lots of less than 2,000 m<sup>2</sup> (21,528.525 ft<sup>2</sup>), and 30% for all other lots

**291.35.4 MINIMUM SETBACKS FROM PROPERTY LINES**

- .01 No. 4 Road: 9 m (29.528 ft.)
- .02 Other **Public Roads**: 6 m (19.685 ft.).
- .03 **Side & Rear Yards**: 3 m (9.842 ft.).

**291.35.5 MAXIMUM HEIGHTS**

- .01 **Buildings**: 11 m (36.089 ft.) and 3 **storeys**;

EXCEPT THAT within 20 m (65.617 ft.) of a **public road**, the maximum height of **buildings** shall be 10 m (32.808 ft.) and 2 ½ **storeys**.

- .02 **Structures**: 20 m (65.617 ft.).
- .03 **Accessory Buildings**: 5 m (16.404 ft.).”

2. This Bylaw may be cited as “**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7472**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

JAN 27 2003

CITY OF RICHMOND
APPROVED for content by originating dept. <b>HB</b>
APPROVED for legality by Solicitor <i>[Signature]</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7473 (RZ 02-213224)  
7491, 7511, 7551, AND 7571 NO. 4 ROAD**

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

1. 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/35)**.

P.I.D. 003-726-959

Lot 19 Block "E" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 004-313-933

Lot 30 Section 15 Block 4 North Range 6 West New Westminster District Plan 28170

P.I.D. 003-691-268

Lot 28 Section 15 Block 4 North Range 6 West New Westminster District Plan 28170

P.I.D. 004-065-514

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

2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7473**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

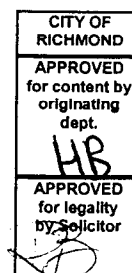
THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK



\_\_\_\_\_  
JAN 27 2003