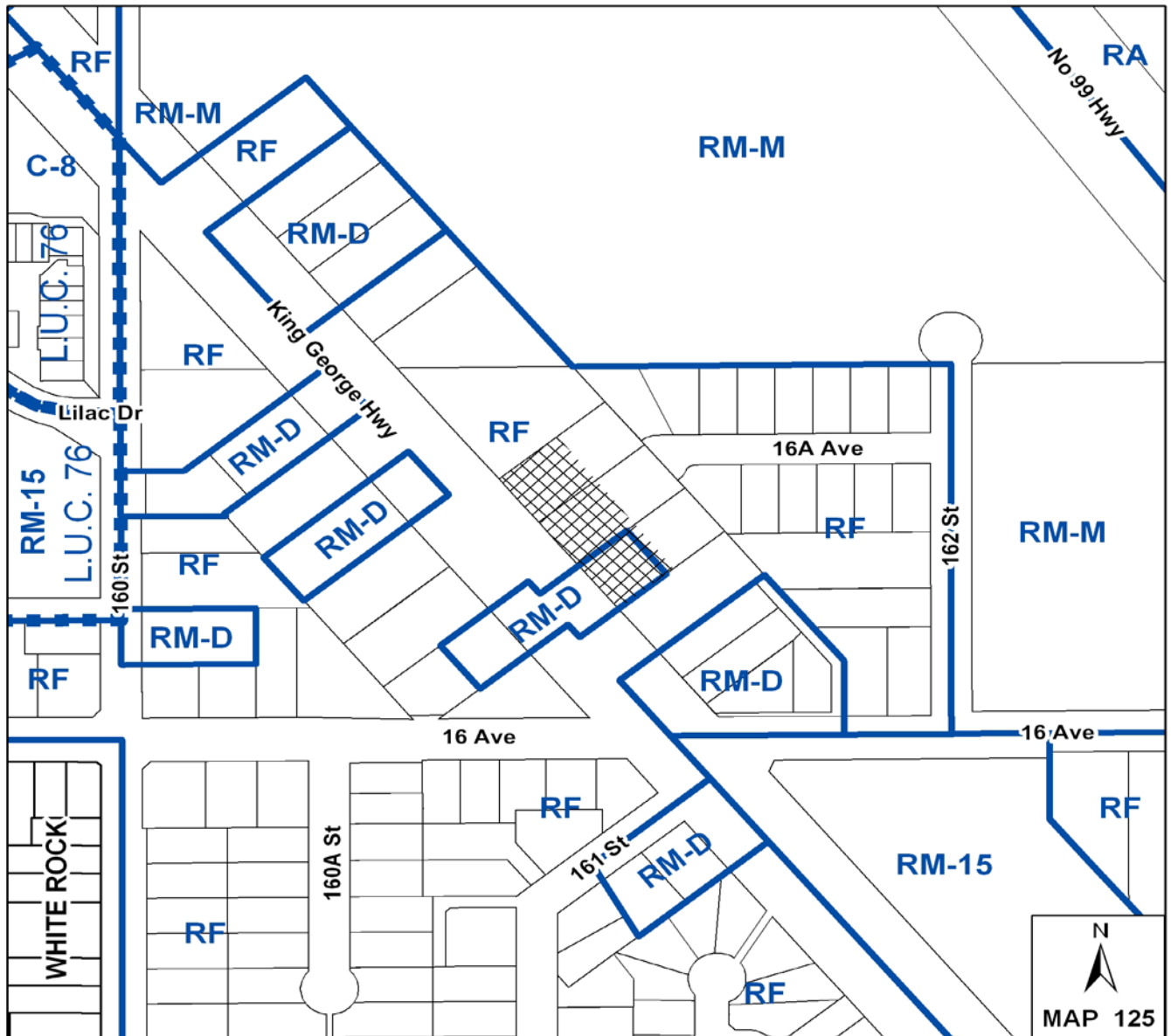


Proposal: Rezoning from RF and RM-D to CD and from RM-D to RF to permit subdivision into 5 single family and 10 semi-detached residential lots. DVP to allow a reduced rear yard setback on one lot for tree retention and for reduced lot depth on one lot.

Recommendation: Approval to Proceed

Location: 1634, 1646 & 1658 King George Highway
Zoning: RF and RM-D

OCP Designation: Urban
LAP Designation: Low Density MR (10 upa) & SFR (6 upa)
Owner: 605952 B.C. Ltd. et al



PROJECT TIMELINE

Completed Application Submission Date: September 20, 2006
Planning Report Date: December 4, 2006

PROPOSAL

The applicant is proposing:

- a partial rezoning from RF and RM-D to CD and from RM-D to RF; and
- a Development Variance Permit to vary the following by-law regulations:
 - to reduce the minimum rear yard setback of the CD Zone from 6.5 metres (21 ft.) to 4.0 metres (13 ft.) for proposed Lot 6; and
 - to reduce the minimum lot depth from 28 metres (92 ft.) to 27 metres (89 ft.) for proposed Lot 2

in order to allow subdivision into ten (10) semi-detached and five (5) single family lots.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to rezone Block A (shown on Appendix V attached) from "Single Family Residential Zone (RF)" (By-law No. 12000) and Block B (as shown on Appendix V attached) from "Duplex Residential Zone (RM-D)" (By-law No. 12000) to "Comprehensive Development Zone (CD)" (By-law No. 12000) and a date be set for Public Hearing (Appendix X).
2. a By-law be introduced to rezone Block C shown on Appendix V attached from "Duplex Residential Zone (RM-D)" (By-law No. 12000) to "Single Family Residential Zone (RF)" (By-law No. 12000) and a date be set for Public Hearing.
3. Council approve Development Variance Permit No. 7906-0111-00 (Appendix XIII) varying the following to proceed to Public Notification:
 - (a) to reduce the minimum rear yard setback of the CD Zone from 6.5 metres (21 ft.) to 4.0 metres (13 ft.) for proposed Lot 6; and
 - (b) to reduce the minimum lot depth of the RF Zone from 28 metres (92 ft.) to 27 metres (89 ft.) for proposed Lot 2.

4. Council instruct staff to resolve the following issues prior to final adoption:
 - (a) ensure that all engineering requirements and issues including restrictive covenants, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) submission of a subdivision layout to the satisfaction of the Approving Officer;
 - (c) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect
 - (d) submission of \$3,000 bond per tree to ensure retention of trees 5992, 5994 and 5996 on the adjacent property to the north (1674 King George Highway);
 - (e) submission of final lot grading plan detailing finalized house design for Lots 6 and 15, cross-sections showing a finalized interface treatment for these lots to demonstrate adequate grading and tree retention to the satisfaction of the City;
 - (f) registration of a Section 219 Restrictive Covenant and easement for shared driveway access for the appropriate semi-detached housing lots;
 - (g) registration of a shared party wall agreement for semi-detached lots; and
 - (h) the applicant address the shortfall in tree replacement.
5. Council pass a resolution to partially amend the King George Highway Corridor Land Use Plan to redesignate the land shown as Blocks A and B on Appendix V from "Multiple Residential (10 upa)" to "Semi-Detached Residential".

REFERRALS

Engineering: The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as identified in the attached (Appendix IV).

Parks: No concerns (Appendix VI).

School District: **School Impacts:**

Projected number of students from this development:

Elementary students = 5 students
 Secondary students = 2 students
 Total new students = 7 students

School Catchment Area/Current Enrollment/School Capacity:

South Meridian Elementary School = 276 enrolled/305 capacity
 Earl Marriott Secondary School = 1,629 enrolled/1,500 capacity

Projected number of students from development approvals in the last 12 months (not including subject project) in the subject school catchment areas:

Elementary students = 0 students
 Secondary students = 264 students
 Total new students = 264 students

Approved Capacity Projects and Future Space Considerations

There are no projects identified at South Meridian in the Capital Plan. The Capital Plan proposes the purchase of a new secondary school site in the Grandview Heights area, to relieve projected capacity shortfall in the long term. The proposed development will not have an impact on these projections.

(Appendix VII)

SITE CHARACTERISTICS

- **Existing Land Use** Three parcels, two of which are vacant, and one containing an older duplex. The duplex is proposed to be demolished.
- **Significant Site Attributes** There are 28 by-law sized trees on the site.
- **North-East:** Single family residential, zoned RF, designated Urban in the OCP and Low Density Multiple Residential (10 upa) in the King George Highway Corridor Plan.
- **South-East:** Single family residential, zoned RF, designated Urban in the OCP and Townhouse (15 upa) in the King George Highway Corridor Plan.
- **South-West:** Across King George Highway, single family residential and duplex residential, zoned RF and RM-D, designated Urban in the OCP and townhouse (15 upa) in the King George Highway Corridor Plan.
- **North-West:** Single family residential, zoned RF, designated Urban in the OCP and Low Density Multiple Residential (10 upa) in the King George Highway Corridor Plan.

PLAN AND POLICY COMPLIANCE

OCP Designation: Urban. Complies.

King George Highway
 Corridor Plan Designation: Split-designated: "Single Family residential (6 upa)" on the northerly portions of the sites; "Multiple Family Residential (10 upa)" on the southerly portions of the lots. Partially complies. Southerly portion of the site requires amendment from "Multiple Residential (10 upa)" to "Semi-Detached Residential".

DEVELOPMENT CONSIDERATIONS

King George Highway Corridor Plan Designations

- The subject sites (1634/1646/1658 King George Highway) are located along the northeast side of King George Highway. 1646 and 1658 King George Highway are currently zoned "Single Family Residential" (RF) and 1634 King George Highway is currently zoned RF on the rear (northeast) portion of the lot and "Duplex Residential" (RM-D) on the front (southwest) portion of the lot. The sites are designated "Urban" in the Official Community Plan (OCP).
- The northerly portions of the lots are designated "Single Family Residential (6 upa)" in the King George Highway Corridor Plan (Appendix XI). The southerly portions of the sites fronting King George Highway are designated "Multiple Family Residential (10 upa)" in the King George Highway Corridor Plan.
- The King George Highway Corridor Plan shows the requirement for landscaping along King George Highway for visual enhancement. The applicant is proposing to achieve this through the development of a frontage road, which will provide a landscaped buffer along King George Highway (Appendix III).
- The applicant is proposing to retain the RF zoning on the rear portion of all three parcels, in keeping with the designation in the King George Highway Corridor Plan, and create five (5) lots to complete the cul-de-sac on 16A Avenue. The front (southwest) portion of the parcels are proposed to be rezoned from RF and RM-D to a "Comprehensive Development (CD)" Zone based on the "Semi-Detached Residential (RF-SD)" Zone and be subdivided into ten (10) semi-detached lots. All of the lots will be accessed via a frontage road along King George Highway. The existing duplex at 1634 King George Highway is proposed to be demolished. The other two lots are vacant.
- A partial amendment to the King George Highway Corridor Plan is required to amend the southerly portion of the site from "Multiple Family Residential (10 upa)" to "Semi-Detached Residential".
- The proposal completes the single family lot area to the north and provides an appropriate density as anticipated by the King George Highway Corridor Plan. Overall, the proposal achieves the objective of increasing density along the corridor while simultaneously maintaining the single family dwelling character of 16A Avenue. Therefore, the partial amendment to the King George Highway Corridor Plan can be supported.

Subdivision Layout

- The development of this site was determined by the need to complete the cul-de-sac on 16A Avenue with single family lots, and avoid continuing this road through to King George Highway. The current layout allows 16A Avenue to retain its quiet character and focuses the development of the southerly portion of the lands on the King George Highway corridor.

- A frontage road in the King George Highway corridor is proposed to provide access to the proposed CD lots (Appendix III). This frontage road is proposed to be extended to the north and the south to provide access for the redevelopment of these large neighbouring lots. For the purposes of this project, a temporary right-in/right-out access to King George Highway is proposed in the interim, until further development occurs to the north and south. As development occurs along the east side of King George Highway, the frontage road will be extended to achieve its ultimate layout.

Proposed Single Family Lots

- Five (5) single family RF Zone lots are proposed to complete the cul-de-sac on 16A Avenue. The proposed lots range in size from 564 sq.m. (6,070 sq.ft.) to 728 sq.m. (7,840 sq.ft) and meet the lot area, lot depth and lot width requirements of the RF Zone. As the average size of the existing RF lots on 16A Avenue is approximately 680 sq.m. (7,300 sq.ft), the proposed lot sizes are compatible with the existing RF subdivision.

Proposed CD Lots

- Ten (10) semi-detached residential lots (CD Zone, based on RF-SD) are proposed for the portion of the site along King George Highway.
- The proposed CD Zone has been developed that allows two (2) types of lots (see Appendix III):
 - Type I lots (40% of the lots) have an attached garage, accessed from the front of the lot, that must be 50% underground. By having the garage at least 50% underground, and by having the garage set back 6 metres (20 feet) to 9 metres (30 feet) from the front property line to accommodate the required slope, the garage will not be visibly dominant from the street. The garage is limited to a width of 6 metres (20 feet).
 - Type II lots (60% of the lots) have a detached garage or carport, provided at the rear of the lot, at a minimum of 6 metres (20 feet) from the dwelling. This garage or carport is:
 - limited to one covered parking space per lot;
 - is located at zero lot line along one side yard setback along the property line that is opposite the common lot line between the two lots on which the semi-detached residential building is located; and
 - it is accessed from the front of the lot via a shared driveway, which runs along the lot line that is opposite the common lot line between the two lots on which the semi-detached residential building is located.
- The maximum floor area allowable for the Type I CD lots will be 172 sq.m. (1850 sq.ft.). The maximum floor area allowable for the Type II CD lots will be 181 sq.m. (1950 sq.ft.) and, of this area, 18.6 sq.m. (200 sq.ft.) must be reserved for a detached garage.

- A comparison of the proposed CD Zone to the RF-SD zone is provided below:

	Proposed CD Zone	RF-SD Zone
Minimum Lot Size	256 sq.m. (2750 sq.ft.)	200 sq.m. (2150 sq.ft.)(interior lot) 226 sq.m. (2430 sq.ft.)(corner lot)
Min. Lot Width	9.1 metres (30 ft.)	7.2 metres (24 ft.)(interior lot) 8.7 metres (29 ft.)(corner lot)
Min. Lot Depth	28 metres (92 ft.)	28 metres (92 ft.)
Off-Street Parking	40% of lots (Type I) may contain an attached garage, provided that garage is at least 50% underground. 60% of lots (Type II) may contain a detached garage at the rear of the lot.	Where there is a lane, driveway access must be from the lane. No more than one enclosed parking space is allowed, unless the two spaces are enclosed side by side in a detached garage, or are provided as tandem parking. Detached garages must be provided at rear of lot.
Maximum Floor Area	Type I: the maximum floor area of the principal building shall be 172 sq.m. (1850 sq.ft.). An attached garage, with a floor area that does not exceed a maximum of 37 sq.m. (400 sq.ft.), shall be a minimum of 50% underground. Type II: the maximum floor area of the principal building shall be 181 sq.m. (1950 sq.ft.), provided that of the 181 sq.m., 18.6 sq.m. (200 sq.ft.) shall be reserved for a detached garage.	Garage is not included in the floor area ratio calculation, provided garage is less than 37 sq.m. (400 sq.ft.). The maximum floor area of all structures on site is 181 sq.m. (1950 sq.ft.).
Maximum Floor Area Ratio	0.72	0.72
Maximum Lot Coverage	60%	60%

Building Design Guidelines

- The proposed Building Scheme was prepared by Tynan Consulting Ltd. and is based on a character study of the area (Appendix VIII). The subject development will create two (2) types of lots: RF Zoned lots completing the cul-de-sac on 16A Avenue and Semi-Detached Residential (CD Zone, based on RF-SD) lots fronting King George Highway.

Single Family House Design (16A Avenue)

- The existing dwellings on 16A Avenue are primarily "West Coast Modern" style. The applicant proposes to update the style on 16A Avenue, but not to completely emulate the existing "West Coast Modern" style. As the current dwellings on 16A Avenue are generally smaller, one storey (130 sq.m./1400 sq.ft.) bungalows, built in the 1980s, strict emulation of this older design standard is not desired.
- The design consultant proposes that the proposed new dwellings be reasonably compatible with the existing older urban homes on 16A Avenue. The new proposed dwellings will be subject to

update of massing design and construction materials to post-year 2000 standards. Two-storey , split level and bungalow single family dwellings are permitted.

- The proposed new dwellings are to be located at the end of the street, in a completed cul-de-sac. As such the new dwellings will have a limited interface with existing houses on 16A Avenue. The design consultant also proposes further design features to ensure compatibility with the existing dwellings:
 - the massing of the dwelling shall appear mid-scale or lower;
 - the maximum permitted floor area of the second storey shall not exceed 75% of the floor area of the first floor;
 - the front entrance height shall not exceed one storey (3.05 metres/10 feet);
 - the roof slope shall not exceed 8:12; and
 - the massing design for dwellings constructed on proposed Lots 1 and 5 shall incorporate transitional massing strategies that include one story high elements on the side of the home closest to existing neighbouring homes.
- The Building Scheme prohibits basement-entry homes and secondary suites. Restrictions on the inclusion of multiple food preparation areas, internal floor configuration requirements and limitations on basement access are provided in order to limit the potential for secondary suites.

Semi-Detached Dwelling Design

- The semi-detached dwellings fronting King George Highway are proposed to create a new character area in which the style is traditional/heritage in nature. For these homes, the design consultant recommends that five specific styles of homes be permitted, namely, "Neo-Traditional", "Traditional", "Neo-Heritage", "Craftsman-Heritage" and "Rural Heritage".
- The semi-detached dwellings are to be two-storey or split level single family dwellings and are to be unique from each other. The homes are to be of an asymmetric design (no mirror image symmetry) and each pair of attached dwellings shall appear as a single family home.
- An effort was made to reduce the massing of garages along the front elevation and as a result the Type I lots (4 of the 10 lots) have an in-ground basement and the Type II lots (6 of the 10 lots) have a garage in the rear of the lot. These garages will be accessed by a shared driveway along which runs along the lot line that is opposite the common lot line between the two lots on which the semi-detached residential building is located.
- Party wall agreements will be required on each fee simple lot for the proposed semi-detached lots. The intent is to protect the respective interests of adjacent lot owners. The party wall agreement will include, but not be limited to the maintenance of one's lot and dwelling and provide for the ability of each lot owner to exercise some control over exterior changes after the dwellings are built to ensure integrity of the design and construction of the overall building. The required party wall agreement will be a subject condition of final rezoning.
- Exterior building materials include stucco, cedar, vinyl, hardiplank, brick and stone. The permitted roofing materials are cedar shingles, shake profile concrete roof tiles and shake profile asphalt shingles with a raised edge cap.

- The Building Scheme prohibits secondary suites. Restrictions on the inclusion of multiple food preparation areas, internal main floor configuration requirements and limitations on basement access are provided in order to limit the potential for secondary suites.

Lot Grading

- The applicant has indicated that they intend to design the site services at an adequate depth to provide for in-ground basements. Approximately 1.5 metres (5 ft.) to 1.8 metres (6 feet) of fill is proposed for the majority of the semi-detached portion of the site along King George Highway. This fill will be "feathered out" onto the rear of the three RF lots that back onto the CD lots. No fill is proposed for the RF Lots 1 or 5 or for the front portion of RF Lots 2, 3 and 4.
- The amount of fill proposed on the CD lots likely requires that a retaining wall be placed along the southeast property line of Lot 15 and the northwest property line of Lot 6. The applicant has agreed to construct a masonry retaining wall with landscape screening along these interfaces. A preliminary cross-section plan has been produced for the interface of the proposed semi-detached lots and the adjacent northern property (1674 King George Highway) (Appendix XIV). A retaining wall with two (2) steps is proposed, with each being 0.6 metres (2 feet) high. The bottom tier will contain planting.
- As the neighbouring lots to the northwest and southeast are anticipated to redevelop in the future, it is anticipated that the grades on these parcels will likely be altered by future development and will be designed to complement the current proposal.
- The applicant has committed to working with staff to develop an attractive interface with neighbouring properties. A final lot grading plan to the satisfaction of the City will be required prior to final adoption.

Tree Preservation

- An Arborist Report was prepared by Randy Greenizan to examine the impact of the proposed development on the existing trees on the site. There are 28 mature (by-law protected) trees on site and 1 is proposed to be retained. Twenty-seven (27) trees are proposed to be removed for a number of reasons:
 - they are in the proposed building envelope;
 - they will be impacted by proposed road construction, services and driveway construction; and
 - eight (8) trees are cottonwood or have no retentive value.
- The recently passed Tree Protection By-law No. 16100 indicates that two (2) replacement trees are to be provided for every removed tree (except for cottonwoods and alders, which are replaced at a 1:1 ratio). Using this as a basis, forty-six (46) replacement trees are requested. The applicant has proposed to provide thirty-four (34) replacement trees on the site. The applicant has agreed to address the shortfall of twelve (12) replacement trees to the satisfaction of the City.
- The applicant is proposing to remove a tree on the adjacent southern property and will need to obtain the property owner's permission prior to final adoption.

- There are three (3) trees on the neighbouring property to the north (1674 King George Highway) that are approximately 1 metre (3 feet) from the shared property line. The lot configuration of Lots 2, 6 and 7 have been adjusted to allow for a building envelope that accommodates retention of these trees. No retaining walls will be constructed near the trees (Appendix XIII).
- A variance for a rear yard setback reduction from 6.5 metres (21 feet) to 4.0 metres (13 feet) for Lot 6 is being utilized to accommodate the building envelope and the tree protection area. The Building Scheme restricts the building envelope on Lot 6 to accommodate tree retention on the neighbouring northerly lot. A \$3,000 bond per tree will be collected to ensure retention of these three (3) trees.

PRE-NOTIFICATION

Pre-notification letters were sent on June 6, 2006, and staff received six (6) phone calls and one (1) letter regarding the development proposal. A number of issues were mentioned:

- Most callers did not express concern with the proposal but were primarily seeking information about the proposed development.

(Staff provided information about the proposal and also explained the development process to callers.)

- Some residents were concerned that 16A Avenue was going to be connected through to King George Highway.

(Staff assured callers that this was not the case and that 16A Avenue would be completed with a cul-de-sac as a result of this proposal.)

- One caller thought that the proposed density is too high and another caller was concerned that the proposed density is too low.

(Staff discussed the King George Highway Corridor Plan with callers and indicated that the proposal was generally in keeping with the designation and proposed densities for the area.)

- A letter and a phone call were received from residents in a nearby mobile home park to the north expressing concern over the redevelopment.

(Staff advised that there would be no impact from this proposal on the mobile home park, as the mobile home park is located some distance away, and the higher density part of the develop (the proposed CD Zone) would front along King George Highway and thus would not impact the mobile home park.)

BY-LAW VARIANCES AND JUSTIFICATION

- (a) Requested Variance:

- To reduce the rear yard setback on proposed CD Lot 6 from 6.5 metres (21 feet) to 4.0 metres (13 feet) for the southeast portion of the rear yard, to aid tree preservation.

Applicant's Reasons:

- This variance will allow more of the massing of the rear of house to be placed on the southeast side of the lot which will increase the root protection zone on the northwest side of the lot.

Staff Comments:

- There are three (3) trees on the neighbouring lot to the northwest (1674 King George Highway) that are one (1) metre (3 feet) from the property line. To help retain these trees, the applicant has proposed to move the house towards the rear of Lot 6 and has also increased the size of Lot 6 by moving the rear lot line further back into the proposed RF Lot 8 (Appendix III).
- The rear massing of the house has been moved to the southeast side of the rear yard to avoid conflict with the neighbouring tree, which lies one (1) metre (3 feet) from the lot line on the northwest side of the lot. Because the rear lot line is at an angle, this necessitates a variance in the rear yard setback.
- This variance enhances tree preservation and as such is supported by staff.

(b) Requested Variance:

- To reduce the required lot depth from 28 metres (92 feet) to 27 metres (89 feet) for proposed Lot 3.

Applicant's Reasons:

- This small variance is necessary to accommodate the proposed layout and complete 16A Avenue with RF lots.

Staff Comments:

- The site is constrained by King George Highway to the southwest and the incomplete cul-de-sac to the northeast (16A Avenue). A 1 metre (3 ft.) road dedication is required along King George Highway and this necessitates the need for a variance. It is desirable to complete 16A Avenue with a layout that is compatible with the established single family character and this proposal achieves that.
- The proposed CD lots have a lot depth of 28 metres (92 feet) and because these lots are substantially smaller than the proposed RF lots, it is appropriate to vary the depth of one of the proposed RF lots, rather than shorten all of the proposed CD lots by 1 metre (3 ft.).
- Proposed Lot 3 has an area of 560 sq.m. and, therefore, meets the minimum lot size of the RF Zone.

- This variance will have minimal impact on the surrounding proposed lots and is supported by staff.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	Contour Map
Appendix III.	Proposed Subdivision Layout and Site Plan
Appendix IV.	Engineering Summary
Appendix V.	Zoning and Area Plan Amendment Block Plan
Appendix VI.	Parks Comments
Appendix VII.	School District Comments
Appendix VIII.	Building Design Guidelines Summary
Appendix IX.	Development Variance Permit No. 7906-0111-00
Appendix X.	Proposed CD Zone
Appendix XI.	King George Highway Corridor Land Use Plan
Appendix XII.	Interface with Neighbouring Lot to the North

INFORMATION AVAILABLE ON FILE

- Detailed Engineering Comments dated November 23, 2006.
- Building Scheme dated November 14, 2006.
- Neighbourhood Character Study dated August 29, 2006.
- Tree Survey Plan dated November 24, 2006.
- Arborist Report dated November 24, 2006.
- Tree Preservation and Replacement Plan dated November 24, 2006.
- Soil Contamination Review Questionnaire prepared by Erin McCutcheon dated March 22, 2006.

How Yin Leung
Acting General Manager
Planning and Development

KB/kms

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Information for City Clerk

Legal Description and Owners of all lots that form part of the application:

1. (a) Agent: Name: Clarence Arychuk, Hunter Laird Engineering
 Address: #300 - 65 Richmond Street
 New Westminster, B.C.
 V3L 5P5
 Tel: 604-525-4651

2. Properties involved in the Application

(a) Civic Address: Portions of 1634, 1646 and 1658 King George Highway

(b) Civic Address: Portion of 1634 King George Highway
 Owner: Aubrey and Betty Rodgers
 PID: 011-427-248
 Portion of Lot 10 Section 13 Township 1 New Westminster District Plan 9660

(c) Civic Address: Portion of 1646 King George Highway
 Owner: 605952 B.C. Ltd.
 Director Information:
 Elva Jane Dorward
 Officer Information: (as at April 26, 2006)
 Elva Jane Dorward (President, Secretary)
 PID: 011-427-230
 Portion of Lot 9 Section 13 Township 1 New Westminster District Plan 9660

(d) Civic Address: Portion of 1658 King George Highway
 Owner: 605952 B.C. Ltd.
 Director Information:
 Elva Jane Dorward
 Officer Information: (as at April 26, 2006)
 Elva Jane Dorward (President, Secretary)
 PID: 011-427-205
 Portion of Lot 8 Section 13 Township 1 New Westminster District Plan 9660

3. Summary of Actions for City Clerks Office

(a) Introduce By-laws to rezone the properties.

(b) Proceed with Public Notification for Development Variance Permit No. 7906-0111-00.

SUBDIVISION DATA SHEET

Proposed Zoning: RF and CD Based on RF-SD

Requires Project Data	Proposed	
GROSS SITE AREA		
Acres	1.5 ac	
Hectares	.6078 ha	
NUMBER OF LOTS		
Existing	3	
Proposed	10 CD lots	5 RF lots
SIZE OF LOTS	CD	RF
Range of lot widths (metres)	9.14 m	15 m
Range of lot areas (square metres)	256 sq.m.	560 sq.m. to 728 sq.m.
DENSITY		
Lots/Hectare & Lots/Acre (Gross)	25 uph/10 upa	
Lots/Hectare & Lots/Acre (Net)		
SITE COVERAGE (in % of gross site area)		
Maximum Coverage of Principal & Accessory Building	max. allowed in CD is 50% max. allowed in RF is 40%	
Estimated Road, Lane & Driveway Coverage		
Total Site Coverage		
PARKLAND		
Area (square metres)		
% of Gross Site		
	Required	
PARKLAND		
5% money in lieu	YES	
TREE SURVEY/ASSESSMENT	YES	
MODEL BUILDING SCHEME	YES	
HERITAGE SITE Retention	NO	
BOUNDARY HEALTH Approval	NO	
DEV. VARIANCE PERMIT required		
Road Length/Standards	NO	
Works and Services	NO	
Building Retention	NO	
Others	NO	

CONTOUR MAP FOR SUBJECT SITE

