



**City of Richmond**  
Urban Development Division

**Report to Committee**

**To:** Planning Committee  
**From:** Raul Allueva  
Director of Development

To Planning - May 3, 2005  
**Date:** April 20, 2005  
RZ 04-287217  
File: 8060-20-7919

**Re:** **Application by Adera Equities Inc. to rezone 9180 and 9186 Westminster Highway from Two-Family Housing District (R5) and 9200 and 9220 Westminster Highway from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/166)**

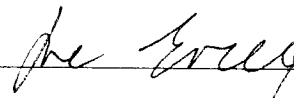
**Staff Recommendation**

That Bylaw 7919 to amend Richmond Zoning and Development Bylaw 5300 by creating a new multiple-family residential zone, "Comprehensive Development District (CD/166)", and to rezone 9180 and 9186 Westminster Highway from "Two-Family Housing District (R5)" and 9200 and 9220 Westminster Highway from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/166)", be introduced and given first reading.



Raul Allueva  
Director of Development

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FOR ORIGINATING DIVISION USE ONLY		
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## Staff Report

### Origin

Adera Equities Inc. has applied to the City of Richmond for permission to rezone 9180 and 9186 Westminster Highway from Two-Family Housing District (R5) and 9200 and 9220 Westminster Highway from Single-Family Housing District, Subdivision Area F (R1/F) (**Attachment 1**) to Comprehensive Development District (CD/166) in order to permit a four-storey apartment over a one (1) level parkade with access from a newly constructed portion of Katsura Street off Westminister Highway.

### Findings of Fact

Please refer to the attached Development Application Data Sheet (**Attachment 2**) for a comparison of the proposed development data with the relevant Bylaw requirements.

### Surrounding Development

The subject site is situated in the northwest corner of the McLennan North Sub-Area (**Attachment 3**), in Residential Area 1, the highest density area under the sub-area plan. On the subject site, and properties to its south and west, the plan permits existing older single-family homes to be replaced with high density multi-family dwellings, including four-storey townhouses and low, mid, and high-rise apartments, at a base density of 1.60 Floor Area Ratio (F.A.R.). The existing development surrounding the site is described as follows:

- To the west, an existing gas station and automotive service station;
- To the east, an existing church rectory and church;
- To the south, single-family homes fronting on Ferndale Road; and the approved rezoning for 6060, 6080 Garden City Road and 9171 Ferndale, nine-storey apartments over parking (RZ 04-271217).
- To the north, across Westminister Highway, an undeveloped Federally owned quarter section (DFO lands).

### Related Policies

#### Official Community Plan

- **Land Use:** Residential, four-storey Townhouse/Low-rise Apartment./Mid-rise Apartment./High-rise Apartment. To date, Townhouses and High-rise Apartments have been constructed.
- **Density:** Designated for a base density of 1.60 F.A.R. To date, approvals in Residential Area 1 have been for:
  - 1.71 F.A.R. at 9100 Ferndale Road (Ledingham McAllister) on a split zoned site (e.g. half of the site is in the 0.95 base density area and half in the 1.60 base density area);
  - 2.41 F.A.R. at the high-rise sites at 6233 Katsura Street and 9180 Hemlock Drive (Cressey) for four (4) towers and townhouses;
  - 2.42 F.A.R. for the mid-rise apartment and townhouse at 6060, 6080 Garden City Road and 9171 Ferndale; and
  - 2.71 FAR for the Redekop/Chandler 2-tower mixed use proposal (RZ 04-267632) between Alberta and Cook Road.

- **Development Permit Guidelines:** To create a high-amenity residential community made up of a series of low- medium- and high-density neighbourhoods, focused around a high-quality open space network.
- **Roads:** The developer of the subject site must contribute to the cost of land and the construction of future extensions to Katsura, Alder, and Birch Streets, between Westminster Highway and Ferndale Road. Frontage improvements to Westminster Highway are required to be completed with this development.
- **Park:** Limited construction has been undertaken in 2004 for the City Centre serving Garden City Park, with continued construction in 2005.

### Staff Comments

The applicant has agreed to legal and development requirements associated with the application (**Attachment 4**). Preliminary Architectural Drawings (Site Plan, Floor Plans, Elevations) are enclosed for reference (**Attachment 5**). Separate from the rezoning process, the applicant is required to submit separate applications for Development Permits and Building Permits.

### Analysis

The proposal is consistent with the objectives of the McLennan North Sub-Area Plan in terms of unit type, density, scale, and open space. In particular:

- The low-rise apartment scale of the project provides a transition between higher apartment developments to the south and west and three-storey townhouses to the east;
- The scale of the development is consistent with existing City Centre development to the west, across Garden City Road;
- The courtyard plan has been carefully designed with the majority of units oriented to the outside of the building to maximize privacy for each unit;
- The west facing raised courtyard over parking provides a sunny and usable outdoor amenity area, and improves the livability of the dwelling units;
- The large balconies provide high-quality private outdoor open space for apartments;
- The dedication and construction of a portion of Katsura Street supports the development of the transportation network planned for the area;
- A mix of unit types is proposed including smaller units to provide opportunities for a range of household sizes;
- A contribution of \$0.60 per square foot of buildable area (e.g., \$51,307) is proposed towards the City's Affordable Housing Reserve Fund due to the fact that the proposal seeks additional density above the base density of 1.60 F.A.R. set for the sub-area;
- The proposed new zone, Comprehensive Development District (CD/166), is consistent with other zoning in the sub-area for medium sized developments. Setbacks, height, site coverage, and parking requirements are compatible with the intent of the Area Plan and similar to requirements for Comprehensive Development Districts created for nearby developments;

- The parking calculations are based on one (1) resident space per small unit (up to 90 m<sup>2</sup>) and 1.5 resident spaces per larger unit plus 0.2 visitor space per unit. These calculations have been applied to the McLennan North high density developments in Area 1, along Garden City Road; and
- The developer will contribute the full cost for the design and construction of the Westminster Highway storm sewer upgrade (approximately \$70,000) required for this development.
- Overall the project appears to be well designed and deserving of support.

At the time of Development Permit, details that will need to be addressed include:

- Provision of 2% of parking stalls designed for persons with disabilities.
- An arborist's report is required to review retention opportunities particularly along the perimeter of the site (Westminster Hwy).
- Design development to the landscape plan including consideration of terracing at the retaining walls adjacent to the parking entry.
- Incorporation of Crime Prevention Through Environmental Design (CPTED) measures for both indoor and outdoor spaces (e.g., lighting, visual surveillance, glazing, painted walls in parkade, etc.)
- Applicant to demonstrate how loading can be accommodated onsite both before and after Katsura Street connects to Ferndale Road, without backing onto public road. Design vehicles should include both SU-9 and WB-17.
- A construction parking and traffic management plan to be provided to the Transportation Department to include: location for parking for services, deliveries and workers and loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

Guidelines for the issuance of Development Permits for multiple-family projects are contained in Schedule 2.10 of Bylaw 7100 (City Centre Area Plan).

## **Financial Impact**

### Road Development

The City typically requires developers to pay for the upgrade and/or construction of new roads that cross their frontage. In the northern portion of the McLennan North Sub-Area, where, until very recently, new development had not occurred, three (3) new roads are envisioned in the Transportation Plan to connect between Ferndale Road and Westminster Highway. To implement this road plan a strategy was put into place in order that:

- New roads are built in a timely manner;
- Development that does not front a new road would be required to contribute financially to the new roads on a proportional basis, as the new roads will provide them a benefit with improved site access;

- Properties where new roads are to be located do not bear an inordinate burden for the road development cost, which may prevent them from developing in a timely manner;
- All development sites will contribute to a fund based on their development site area (e.g., net of the new road, but inclusive of any other required dedications on existing surrounding roads);
- The amount of the contribution required was calculated on the cost of land and road construction;
- Development which fronts a new road will be required to construct the road portion with the development;
- Development which dedicates land for and constructs the new roads will be reimbursed from the fund established for this purpose to a maximum of what the City has collected to ensure this fund is entirely borne by development; and
- Frontage improvements and/or dedications on existing roads (e.g., Westminster, Ferndale, Garden City and No.4 Rd.) remain the responsibility of each individual development, and are not subject to the formula described above.

The applicant is to contribute approximately \$293,700 towards the land acquisition and construction of the three (3) new north south roads in this area between Ferndale Road and Westminster Highway, based on an equitable contribution from all development sites within this immediate area, in order to facilitate implementation of the road infrastructure in the area.

Based on the four (4) previous developments proposed and various stages of approval in this catchment (**Attachment 6**), the fund will accumulate a total of \$1,420,200. An additional \$293,700 will be added to the fund with this development, for a new total of \$1,713,900. The City will be required to compensate the developer approximately \$481,140 for the land and \$204,000 for the construction of Katsura Street (to be confirmed with an approved estimate). The reimbursements will occur based on dedication of land, and at completed construction for the road. The applicant is aware of and has agreed with this requirement.

Should the fund not have sufficient reserves to provide compensation at the time it is due, (monies for land upon dedication, monies for road upon construction), the developer will be paid only when the funds become available on a priority basis (e.g., when collected through future development). This will potentially result in developers having to wait to be reimbursed. This developer is aware of this risk and has agreed to this condition.

## **Conclusion**

Staff recommend support for this application. Rezoning of the subject site as proposed conforms to citywide, City Centre, and McLennan North objectives for residential growth and development. The proposed use of Comprehensive Development District (CD/166) is consistent with the McLennan North Sub-Area – Residential Area 1, and with previously approved projects in the vicinity. The contributions to the Affordable Housing Reserve Fund and to the road development are consistent with previous approvals in the area and will provide important public benefits.

Overall, the project appears to be a good fit with the neighbourhood. On this basis, staff recommend that the proposed rezoning application be approved.

A handwritten signature in black ink, appearing to read 'Eric Fiss', with a stylized flourish at the end.

Eric Fiss  
Policy Planner

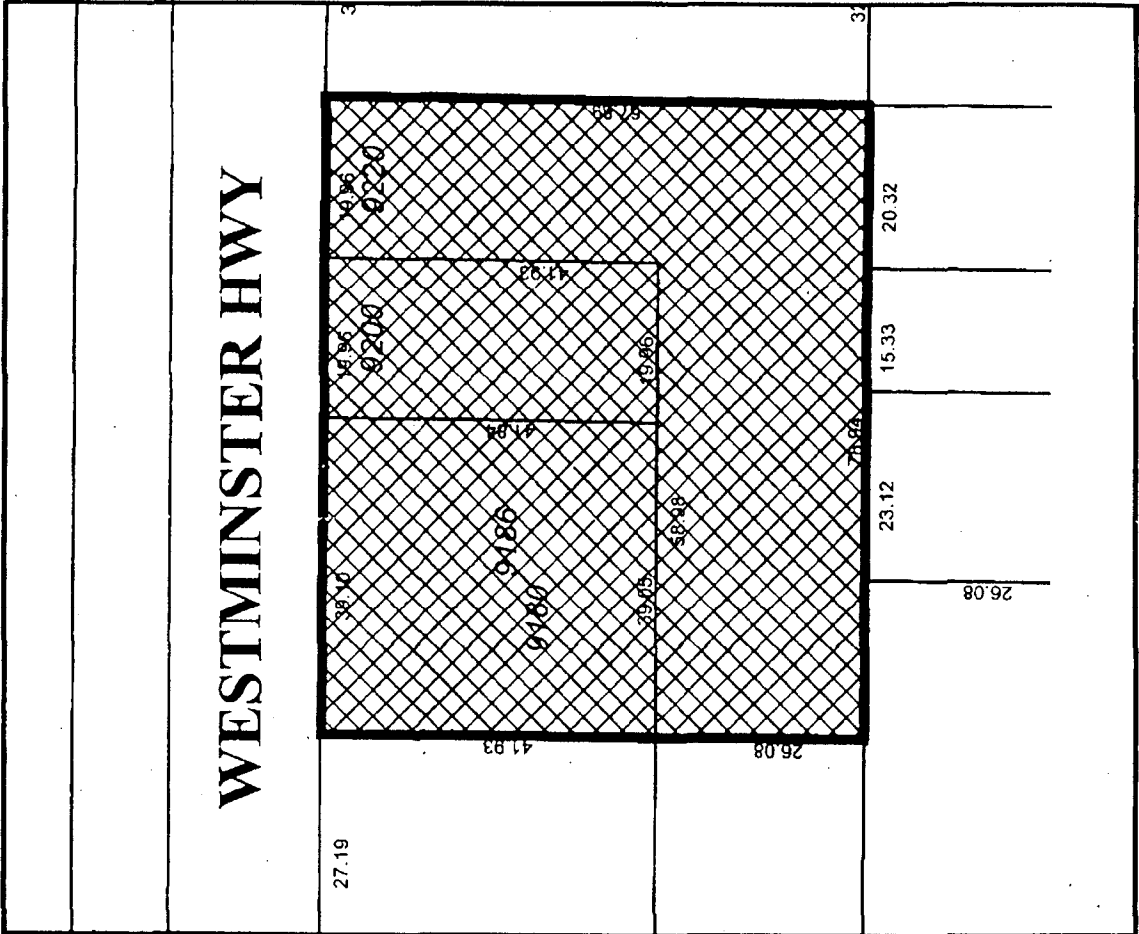
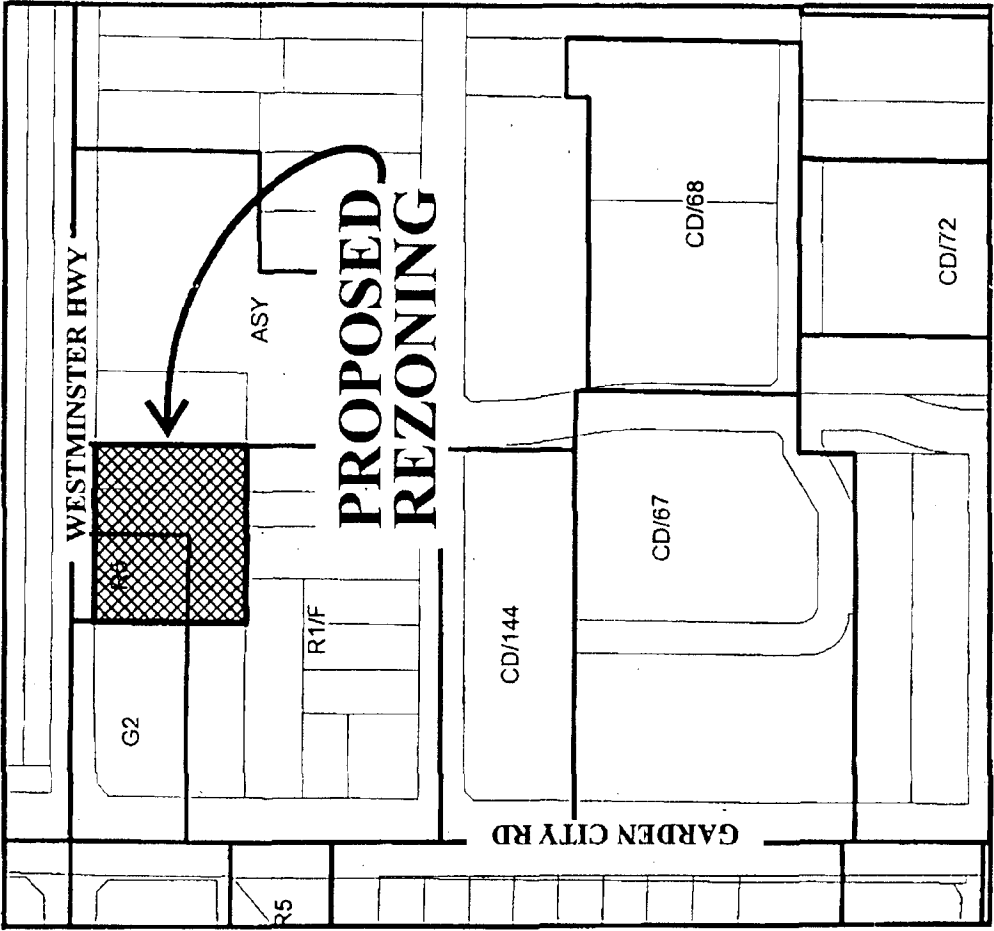
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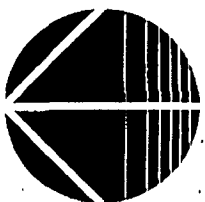
See **Attachment 4** for the rezoning requirements to be dealt with prior to final adoption as agreed by the applicant.

**LIST OF ATTACHMENTS**

- Attachment 1 Zoning Site Map
- Attachment 2 Development Application Data Sheet
- Attachment 3 McLennan North Land Use Map
- Attachment 4 Conditional Rezoning Requirements
- Attachment 5 Preliminary Architectural Drawings (Site Plan, Floor Plans, and Elevations)
- Attachment 6 McLennan North Road Contributions – Ferndale Road to Westminster Highway

 City of Richmond





**RZ 04-287217**

Original Date: 01/13/05  
 Revision Date:  
 Note: Dimensions are in METRES




**City of Richmond**

 6911 No. 3 Road  
 Richmond, BC V6Y 2C1

**Development Application  
 Data Sheet**  
 Policy Planning Department

**RZ 04-287217**

Address: 9180, 9186, 9200 and 9220 Westminster Highway

Applicant: Adera Equities Ltd.

Planning Areas: City Centre Area, McLennan North Sub-Area Plan (Schedule 2.10C)

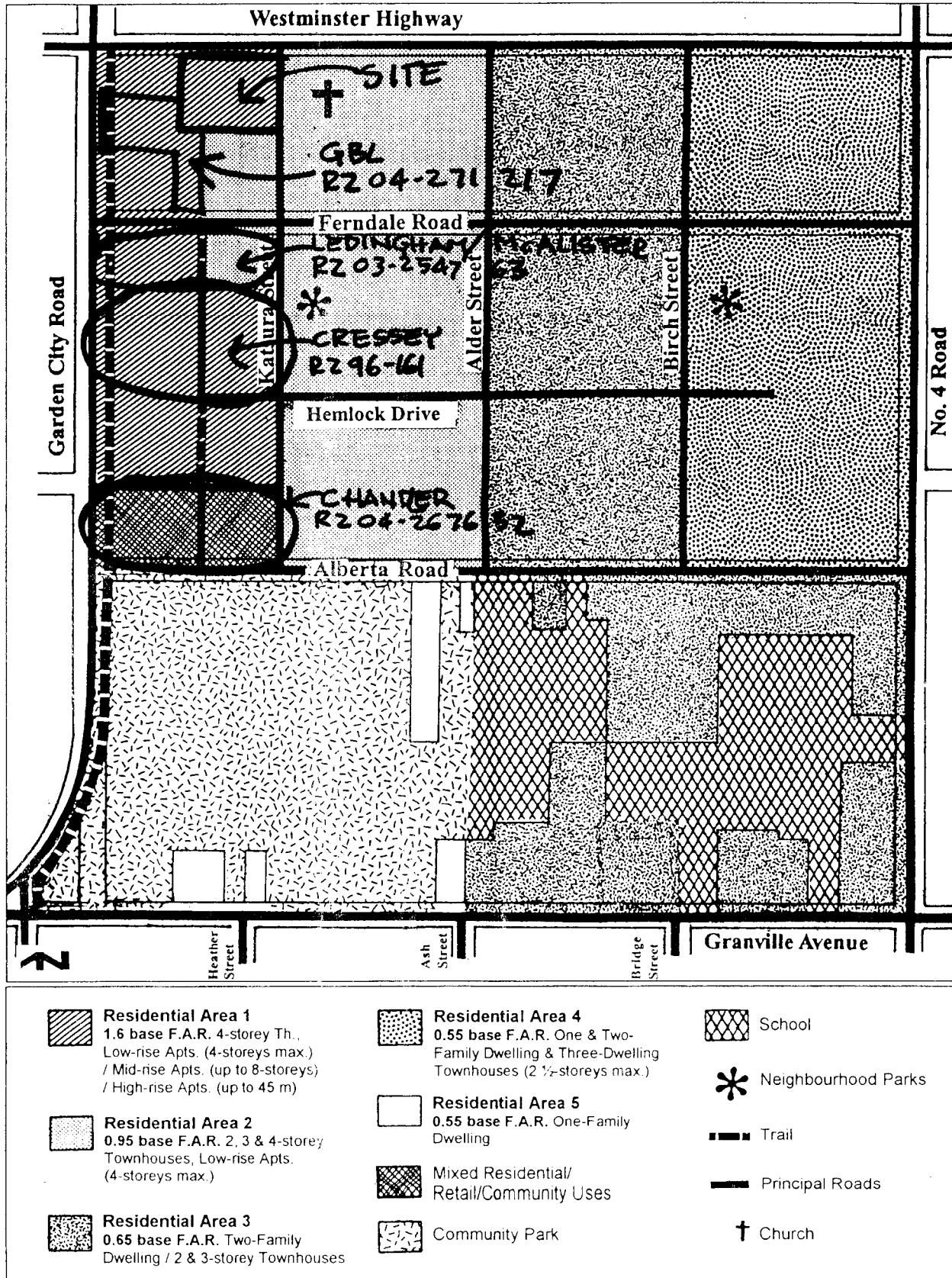
	Existing	Proposed
<b>Owner:</b>	9180 Westminster Hwy.– R. A. Conde 9186 Westminster Hwy.– E. Olson and D. and F Hollison 9200 Westminster Hwy.– P. K. Dotchuk 9220 Westminster Hwy.– A. and E. Trepke	Adera Equities Ltd.
<b>Site Size (m<sup>2</sup>): (by applicant)</b>	9180/9186 Westminster Hwy.– 1,636 m <sup>2</sup> 9200 Westminster Hwy.– 837 m <sup>2</sup> 9220 Westminster Hwy.– 2,894 m <sup>2</sup> Total: 5,360.22 m <sup>2</sup> (57,699 ft <sup>2</sup> )	4,539.46m <sup>2</sup> (48,864 ft <sup>2</sup> ) Reduced by 820.76 m <sup>2</sup> (8,910 ft <sup>2</sup> ) for Road Dedication and corner cuts
<b>Land Uses</b>	Single-family and Two-family residential	Townhouse and Multiple-family residential
<b>OCP Designation</b>	Residential	No change
<b>Area Plan Designation</b>	Residential Area 1, 1.6 base floor area ratio (FAR), 4-storey Townhouse, Low-rise Apartments (4-storeys Max.)/Mid-rise Apartments (up to 8-storeys)/High-rise Apartments (up to 45 m)	No change
<b>Zoning</b>	Single-Family Housing District, Subdivision Area F (R1/F) and Two-Family Housing District (R5)	Comprehensive Development District (CD/166) • Permits Townhouses and Low-rise Multiple-family at 1.75 FAR
<b>Number of Units</b>	3 units (two-family dwelling, single-family dwelling, and vacant lot)	84 Apartment units

	Bylaw Requirement CD/166	Proposed	Variance
Density (units/acre)	N/A	75 upa	none required
Floor Area Ratio:	Max. 1.75 FAR	1.73 F.A.R.	none permitted
Lot Coverage – Building:	Max. 45%	43%	none
Lot Size (area)	Min. 0.35 ha (0.86 ac.)	0.45 ha (1.12 ac)	none
Setback – Westminster Hwy. (m):	6 m Min. Structured parking permitted in setback	6 m	none

Setback – Katsura St. (m):	4.5 m Min. Structured parking permitted in setback	4.5 m	none
Setback – Side & Rear Yards (m):	Min. 6.0 m Structured parking permitted in setback	West yard - 6.0 m South yard - 8.0 m	none
Height (m):	Max. 20 m (65.6 ft.)	15.8 m to top of roof	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	(R): 1.0 spaces/unit x 64 = 64 (R): 1.5 spaces/unit x 20 = 30 (V): 0.2 spaces/unit x 84 = 17	(R): 1.0 spaces/unit x 60 = 60 (R): 2.0 spaces/unit x 24 = 48 (V): 0.2 spaces/unit x 72 = 17	none
Off-street Parking Spaces – Total:	111	125	none
Tandem Parking Spaces	May be provided when used by residents of single dwelling unit	40 proposed for 20 dwelling units	none
Amenity Space – Indoor:	100 m <sup>2</sup>	100 m <sup>2</sup>	none
Amenity Space – Outdoor:	6 m <sup>2</sup> per dwelling unit x 72 = 504 m <sup>2</sup>	Min. 504 m <sup>2</sup>	none

City of Richmond

Land Use Map *Bylaw 7637  
2004/05/25*



## Conditional Rezoning Requirements

### 9180, 9186, 9200 and 9220 Westminster Highway - RZ 04-287217

Prior to final adoption of Zoning Amendment Bylaw 7919, the developer is required to complete the following requirements:

1. Consolidation of all the lots into one development parcel. (Note: The Approving Officer has agreed to execute and permit the registration of the subdivision plan prior to demolition, providing the developer submits bonding in the amount of \$10,000 per building for the two existing buildings.).
2. Dedication of 12 m along the east edge of site for Katsura Street complete with a 4m x 4m corner cut at Katsura Street and Westminster Highway.
3. Registration of a 2.5 m Public Rights of Passage Right of Way (PROP ROW) across the entire Westminster frontage (greater towards Garden City if necessary, to maintain 3m boulevard with a 2 m sidewalk behind existing asphalt edge).
4. Registration of a standard Utilities Right of Way through 9251 Ferndale Road for sanitary to service the site.
5. Registration of an aircraft noise covenant.
6. Payment of \$6.00 per square foot of net site area (e.g., approximately \$293,700) towards land acquisition and construction of future sub-area roads between Ferndale Road and Westminster Highway. The City will reimburse the developer for the cost of land and road construction (at an agreed upon maximum amount) on a priority basis, for the dedicated portion of Katsura Street from the funds collected area wide when sufficient funds have been contributed by others and are available. The cost of Adera's segment of Katsura Street will be deducted from the assessment (with the City owing money).
7. Contribution of \$0.60 per buildable square foot (e.g. \$51,307) towards the City's affordable housing fund.
8. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

Prior to issuance of a Building Permit, enter into a Servicing Agreement\* for the design and construction of Westminster Highway and Katsura Street frontages and Westminster Highway storm sewer upgrade, complete with:

1. Westminster Highway: Design and construction of frontage improvements to include: 1.8m bike lane measured from the existing edge line on Westminster Highway, and curb and gutter at edge of existing asphalt, creating a 3m grass and treed (15 cm caliper) boulevard, with a 2 m concrete sidewalk at the new PROP ROW edge;
2. Katsura Street: Half-road 12 m street, with an 8 m roadway, with 7 m traffic calming at Westminster Highway with 2 m sidewalk at property line, with 2 m grass and treed boulevard, Zed lighting, storm and water plus sanitary from Ferndale Road, and traffic-calming (corner bulges, etc.) at the Westminster Highway intersection if required (to be reviewed with Transportation Department). Roadway width on East side may be reduced by up to 2 m (temporarily) if there is a grade differential, otherwise provide an asphalt curb at property line. No Letter of Credit required.

3. Westminster Highway storm sewer upgrade: The scope of development required is from approximately 23m west of the site's west property line to the site's east property line. The general scope of the upgrade consists of the removal/replacement of 102.5m of existing 375mm storm with 600mm storm. Based on preformed, a 'general' construction cost estimate from MPT (without the benefit of detailed design), estimates the storm upgrade cost to be in the order of \$70,000.

- Note: This requires a separate application.

(Signed Copy on File)

(April 18, 2005)

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Signed

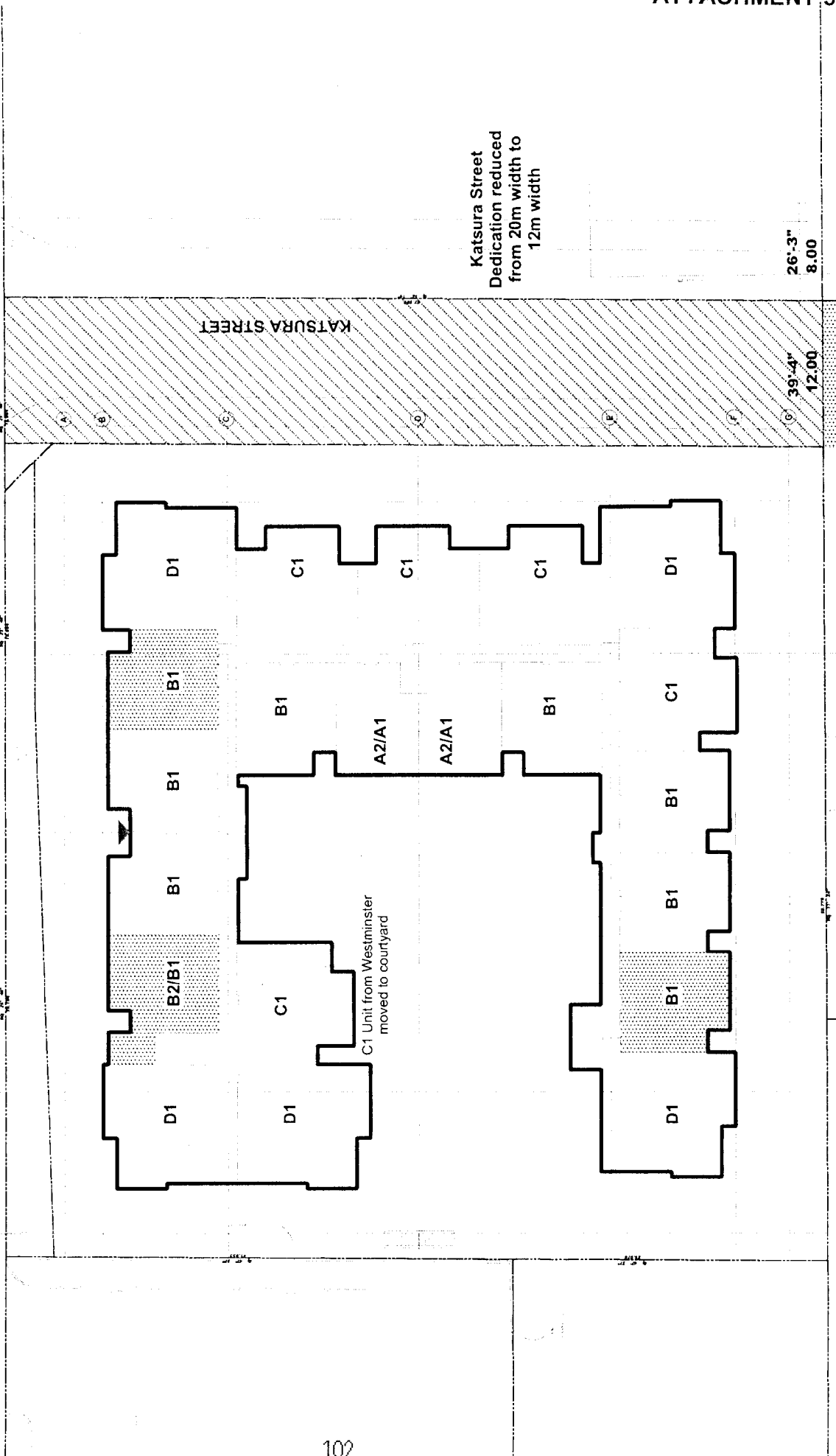
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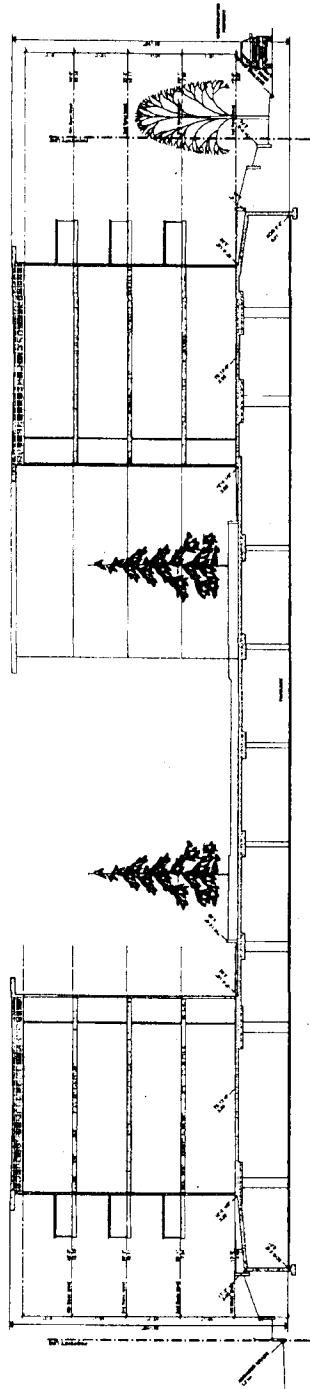
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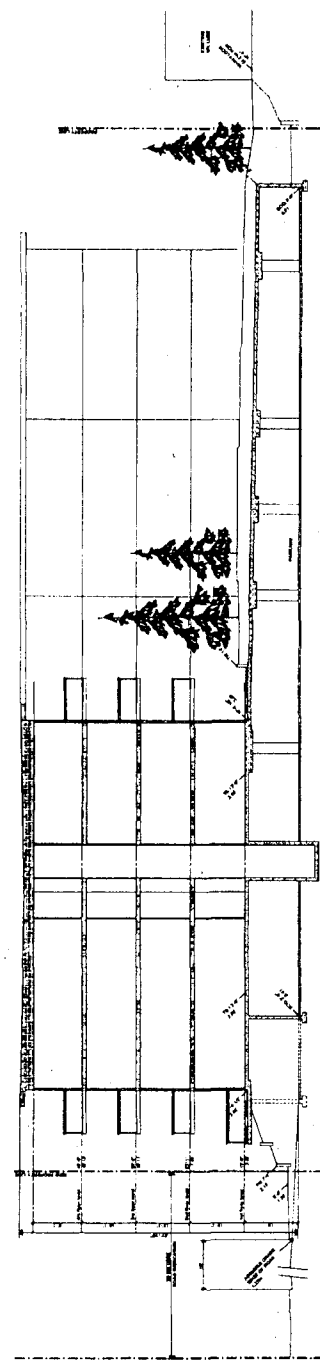
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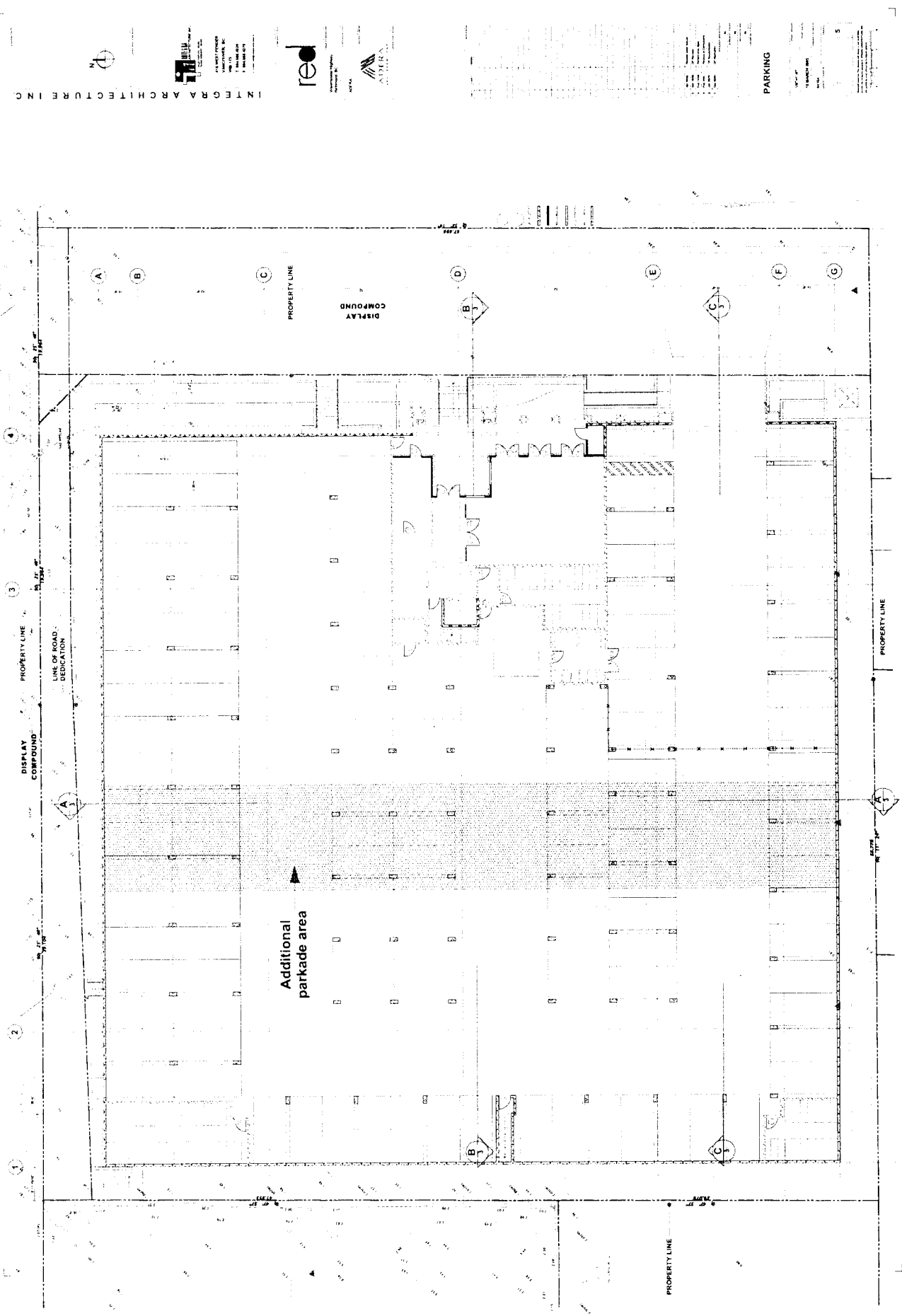
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SECTION A



SECTION B



INTEGRA ARCHITECTURE INC.

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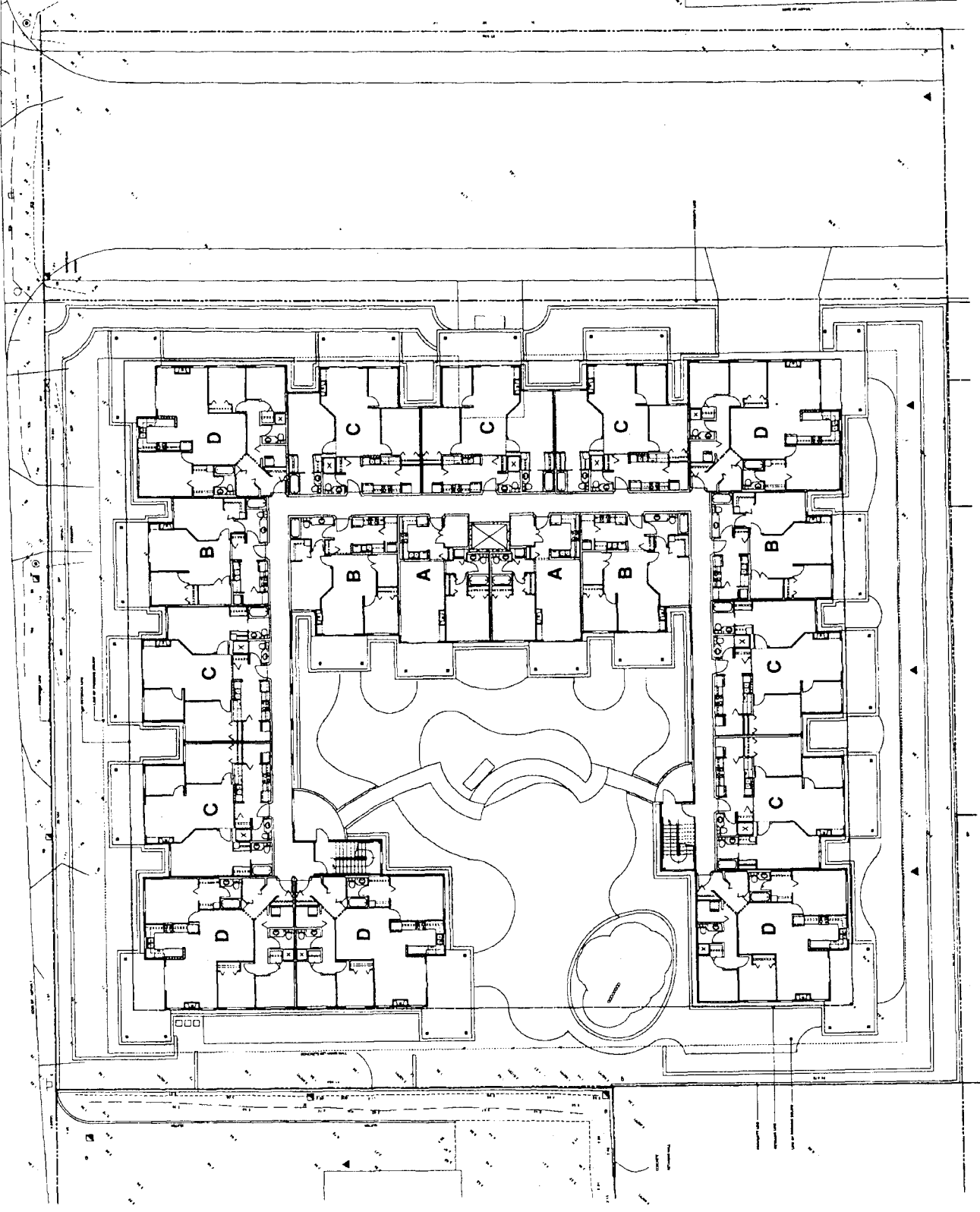
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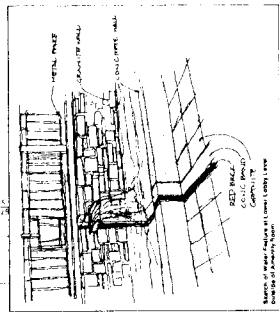
1st FLOOR PLAN

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Plant List

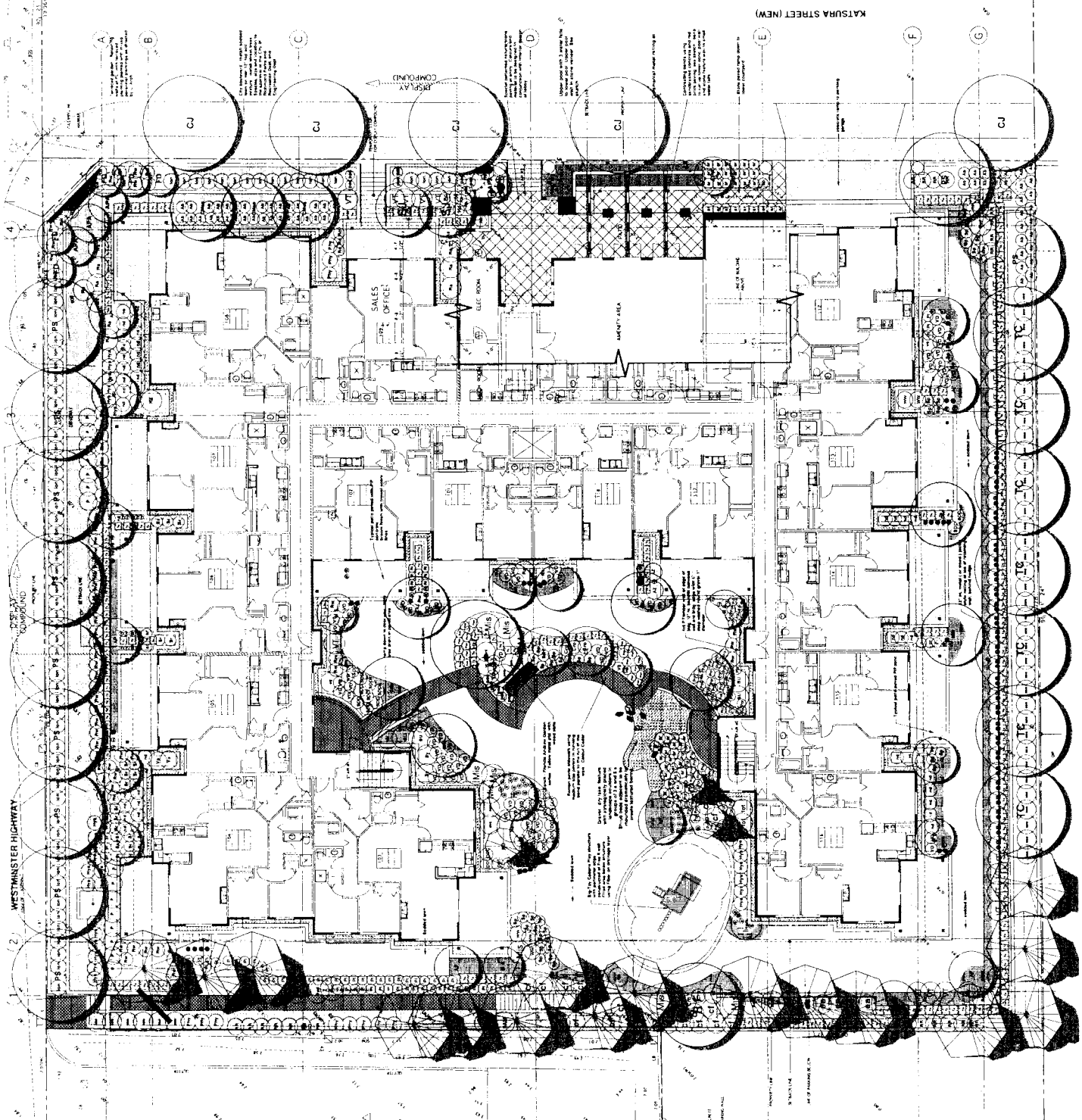
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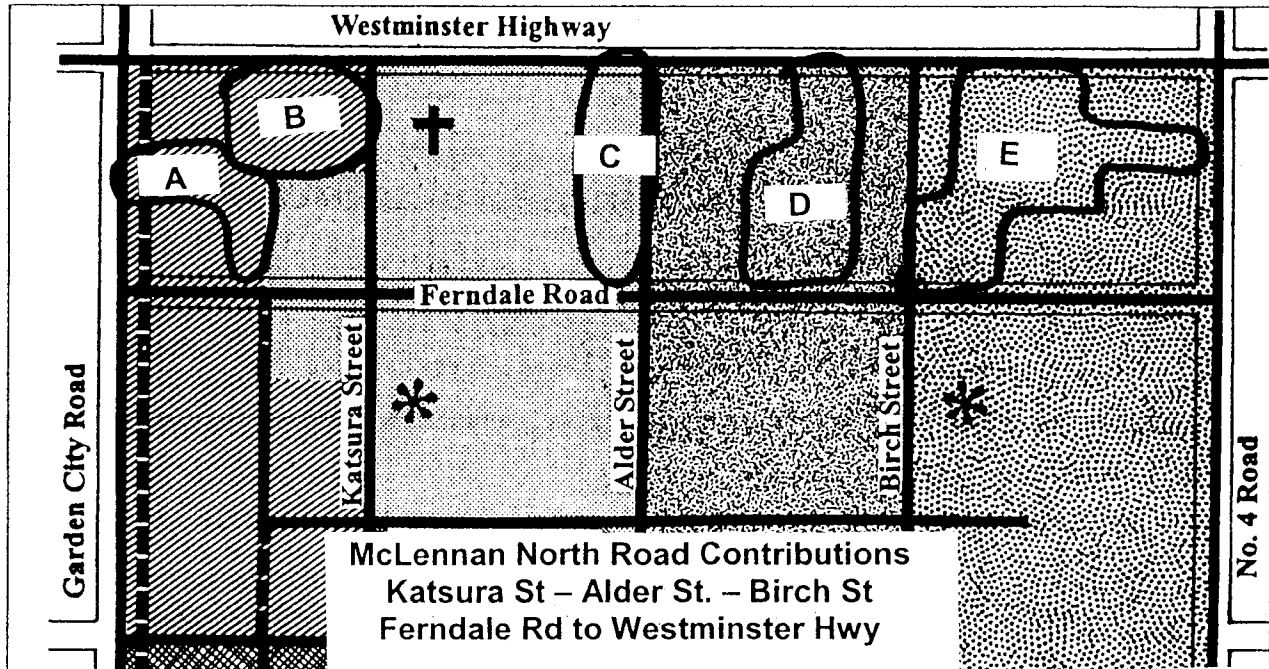
Townhome Development  
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Richmond, B.C.

Sheet 7 of 9  
Landscape Plan  
Scale: 1/8" = 1'-0"  
Date: 08/18/2005  
Project No: 0504-110

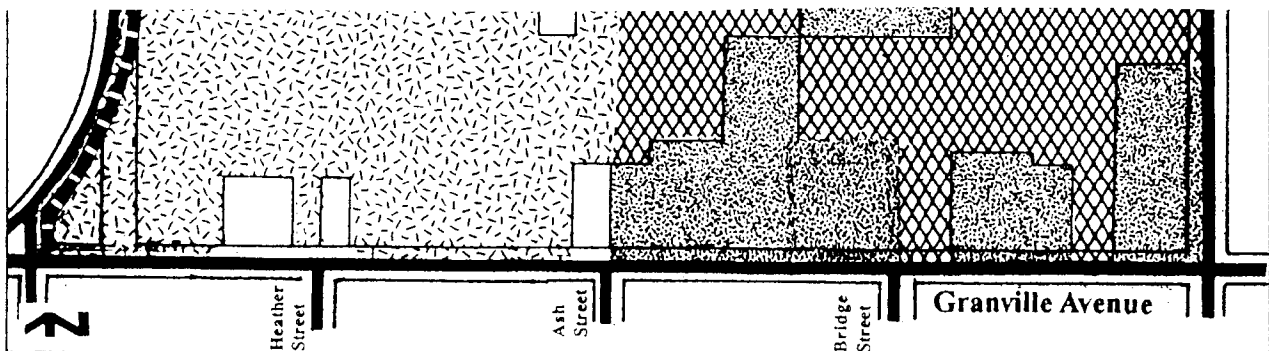


City of Richmond

**Land Use Map** *Bylaw 7823  
2004/11/15*



	Location	Developer	Rezoning File	Road Contribution
A	6060 Garden City Rd.	Vermillion	RZ 04-271217	\$245,200
B	9180 Westminster Hwy.	Adera Equities Inc	RZ 04-287217	\$293,700
C	9420 Westminster Hwy.	Western Ferndale Holdings	RZ 04-274082	\$300,000
D	9520 Westminster Hwy.	Palladium	RZ 04-268857	\$375,000
E	9660 Westminster Hwy.	Cressey	RZ 04-263900	\$500,000
<b>Total Contributions</b>				<b>\$1,713,900</b>



<p> <b>Residential Area 1</b> 1.6 base F.A.R. 4-storey Th., Low-rise Apts. (4-storeys max.) / Mid-rise Apts. (up to 8-storeys) / High-rise Apts. (up to 45 m)</p> <p> <b>Residential Area 2</b> 0.95 base F.A.R. 2, 3 &amp; 4-storey Townhouses, Low-rise Apts. (4-storeys max.)</p> <p> <b>Residential Area 3</b> 0.65 base F.A.R. Two-Family Dwelling / 2 &amp; 3-storey Townhouses</p>	<p> <b>Residential Area 4</b> 0.55 base F.A.R. One &amp; Two-Family Dwelling &amp; Townhouses (2 1/2-storeys typical, 3-storeys maximum where a maximum 30% lot coverage is achieved)</p> <p> <b>Residential Area 5</b> 0.55 base F.A.R. One-Family Dwelling</p> <p> <b>Mixed Residential/ Retail/Community Uses</b></p> <p> <b>Community Park</b></p>	<p> <b>School</b></p> <p> <b>Neighbourhood Parks</b></p> <p> <b>Trail</b></p> <p> <b>Principal Roads</b></p> <p> <b>Church</b></p>
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**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7919  
(RZ 04-287217)**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 291.166 thereof the following:

**“291. 166 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/ 166)**

The intent of this zoning district is to accommodate **multiple-family dwellings**.

**291.166.1 PERMITTED USES**

**RESIDENTIAL**, limited to **Townhouses** and **Multiple-Family Dwellings**;  
**BOARDING & LODGING**, limited to two persons per **dwelling unit**;  
**HOME OCCUPATION**;  
**COMMUNITY USE**;  
**ACCESSORY USES, BUILDINGS & STRUCTURES**;  
**RESIDENTIAL PARKING, ACCESS AND STORAGE** within a parking garage.

**291.166.2 PERMITTED DENSITY**

- .01 Maximum **Floor Area Ratio**: 1.75
  - (a) an additional 0.1 **floor area ratio** provided that it is entirely **used** to accommodate common indoor **amenity space**, including bicycle storage areas.
- .02 For the purpose of this subsection, **Floor Area Ratio** shall be deemed to exclude the following:
  - (a) portions of a **building** that are used for off-street parking purposes;
  - (b) unenclosed balconies;
  - (c) elevator shafts and common stairwells; and
  - (d) common mechanical and electrical storage rooms, **PROVIDED** THAT the total floor area of these facilities does not exceed 60 m<sup>2</sup> (645.9 ft<sup>2</sup>).

**291.166.3 MINIMUM LOT SIZE**

- .01 A **building** shall not be constructed on a **lot** which is less than 3,500 m<sup>2</sup> (37,675 ft<sup>2</sup>) in area.

**291.166.4 MAXIMUM LOT COVERAGE: 45%****291.166.5 MINIMUM SETBACKS FROM PROPERTY LINES****.01 Public Road Setback**

- a) Westminster Highway: 6 m (19.7 ft.);
- b) Katsura Road: 4.5 m (14.8 ft.);
- c) Notwithstanding the limitations imposed above:
  - (i) Porches, balconies, bay windows, entry stairs and cantilevered roofs forming part of the principal **building** may project into the **public road** setback for a distance of not more than 2.0 m (6.6 ft);
  - (ii) Gateways, pergolas, and similar landscape **structures** that do not form part of the principal **building** may be located within the **public road** setback, but shall be no closer to a **property line** than 2 m (6.6 ft.); and
  - (iii) Parking **structure** below finished grade may project into the **public road** setback, but shall be no closer to a property line than 3.6 m (11.8 ft.).

**.02 Side & Rear Yards: 6 m (19.7 ft.);**

- a) Notwithstanding the limitations imposed above:
  - (i) Cantilevered roofs forming part of the principal **building** may project into the **side** and **rear yards** for a distance of not more than 1.2 m (3.9 ft.); and
  - (ii) Parking **structure** below finished grade may project into the **side** and **rear yards**, but shall be no closer to a **property line** than 2 m (6.6 ft.).

**291.166.6 MAXIMUM HEIGHTS**

- .01 **Buildings** and **structures**: 20 m (65.6 ft.).

- .02 **Accessory Buildings**: 5 m (16.4 ft.).

**291.166.7 OFF-STREET PARKING**

- .01 Off street parking shall be provided, developed and maintained in accordance with Division 400 of this Bylaw, EXCEPT THAT:
- a) Off-street parking shall be provided at the rate of:
    - (i) For residents: 1.0 spaces per **dwelling unit** having a gross floor area of up to and including 90 m<sup>2</sup> (968.8 ft<sup>2</sup>) and 1.5 spaces per **dwelling unit** having a gross floor area of more than 90 m<sup>2</sup> (968.8 ft<sup>2</sup>); and
    - (ii) For visitors: 0.2 spaces per **dwelling unit**.
  - b) Where two spaces are intended to be **used** by the residents of a single **dwelling unit**, they may be provided in a tandem arrangement with one parking space located behind the other and , typically, both spaces set perpendicular to the adjacent manoeuvring aisle.”
2. 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/166)**.
- P.I.D. 001-961-527  
Strata Lot 1 Section 10 Block 4 North Range 6 West New Westminster District Strata Plan NW1796 together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on Form 1
- P.I.D. 001-961-535  
Strata Lot 2 Section 10 Block 4 North Range 6 West New Westminster District Strata Plan NW1796 together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on Form 1
- P.I.D. 000-642-983  
The West Half of Parcel “A” (Explanatory Plan 9298) Lot 1 Block “A” Section 10 Block 4 North Range 6 West New Westminster District Strata Plan 1305
- P.I.D. 003-558-665  
Parcel “One” (Explanatory Plan 11982) of Lot 1 Block “A” Plan 1305 and of the East Half of Block A Section 10 Block 4 Northrange 6 West New Westminster District Plan 4647
3. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7919”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

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CITY OF RICHMOND
APPROVED by <i>al</i>
APPROVED by Director or Solicitor <i>[Signature]</i>

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MAYOR

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