City of Richmond
Planning and Development Department

Report to Committee

To Council - Apr 10, 2007
To Planning - Apr 3 2007

To:	Planning Committee	**Date:**	March 21, 2007
From:	Jean Lamontagne Director of Development		RZ 05-319627 File 12-8060-20-8217
Re:	**Application by Bridge CWL Investments Inc. for Rezoning at 7080 & 7100 Bridge Street and 7111, 7131 & 7151 No. 4 Road from Single-Family Housing District, Subdivision Area F (R1/F) to Townhouse District (R2 – 0.6)**		

Staff Recommendation

That Bylaw No. 8217, for the rezoning of 7080 & 7100 Bridge Street and 7111, 7131 & 7151 No. 4 Road from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Townhouse District (R2 – 0.6)", be introduced and given first reading.

Jean Lamontagne
Director of Development

JL:ef
Att. 9

FOR ORIGINATING DEPARTMENT USE ONLY
CONCURRENCE OF GENERAL MANAGER for J. Erceg

Staff Report

Origin

Bridge CWL Investments Inc. has applied to rezone 7080 & 7100 Bridge Street and 7111, 7131 & 7151 No. 4 Road (**Attachment 1**) from Single-Family Housing District, Subdivision Area F (R1/F) to Townhouse District (R2 – 0.6) in order to permit the development of approximately 48 townhouse units fronting onto new extensions of Sills Avenue and Lechow Street between Bridge Street and No. 4 Road.

The development will dedicate lands for Lechow Street and Sills Avenue extending east from Bridge Street.

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

To the North: The 22 unit townhouse development (Dava Developments) at 7060 Bridge Street (DP 03-233036) zoned Townhouse District (R2);

To the East: Across No. 4 Road, existing single-family homes in the Agricultural Land Reserve, zoned Agricultural District (AG1);

To the South: A mix of older and several newer existing single-family homes on large lots (typically 18 m wide or wider), fronting Bridge Street and No. 4 Road, and zoned as Single-Family Housing District, Subdivision Area F (R1/F). The existing single-family homes fronting Bridge Street, across the future Sills Avenue, are in an area designated historic single-family, with subdivision potential for backland lots fronting Sills Avenue and Lechow Street.). The existing single-family homes fronting No. 4 Road are in an area designated for townhouse re-development; and

To the West: A mix of older and several newer existing single-family homes on large lots (typically 18 m wide or wider), fronting Bridge Street, and zoned as Single-Family Housing District, Subdivision Area F (R1/F), and a six lot single family subdivision on the new portion of Sills Avenue (RZ 02-218186) zoned Comprehensive Development District (CD/140).

Related Policies & Studies

- ***Official Community Plan (OCP) designation***: City Centre Area Plan, McLennan South Sub-Area Plan Schedule 2.10D.
- ***OCP McLennan South Sub-Area Land Use Map*** (**Attachment 3**): Residential Area C1, C2, two and a half storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family.
- ***Density***: Designated for a base density of 0.55 F.A.R. To date, approvals in Residential Area have been for densities ranging from 0.60 FAR to 0.80 FAR, where significant road works have been provided.

- ***Roads***: The plan intends that developers will dedicate and build a number of new roads (**Attachment 4**), with the final alignments "subject to development" (e.g., their locations may vary as a result of opportunities and/or constraints that arise as residential development proceeds). Land dedication and payment of funds for future construction of Lechow Street and Sills Avenue (sidewalk construction on Sills Avenue, only, with this project) and frontage improvements to Bridge Street are required to be completed with this development. Existing driveways to No 4 Rd are to be removed and replaced with a treed boulevard, as space permits.
- ***Character*** (Development Permit Guidelines): The main objectives are to achieve an adapted version of the rural estate character through building form and character, landscape treatment to maximize the sense of openness and the integration of buildings into a treed landscape; and to achieve a neighbourly transition across the "ring road" to the single-family neighbourhood to the south and west.
- ***Road Setbacks*** (Development Permit Guidelines): Building setback along the Lechow Street "ring road" are to be 6 m (20 ft.) to 9 m (29.5 ft.), and along No. 4 Road should vary between 6 m (20 ft.) to 9 m (29.5 ft.) for 2-storey units only, 2 1/2 storey units are to be set back a minimum of 9 m (29.5 ft.), and 3-storey units must be set back a minimum of 20 m (65.6 ft.); to provide an informal and visually interesting streetscape and opportunities to retain mature landscape.

The proposal to develop townhouses and construct portions of the road network is consistent with the objectives of the McLennan South Sub-Area Plan in terms of land use, character, density, and road network.

Public Input

Representatives of the neighbouring strata development to the north at 7060 Bridge Street (Bridge Garden) have written to the City (**Attachment 5**) and met with City staff to discuss concerns about the proposed development. At issue has been the potential use or relocation of the registered cross access easement through their property to the proposed development. They are concerned about traffic volumes, maintenance costs and pedestrian safety. Their preference is for the developer to provide access directly from a City street to the proposed development and not use any access points through 7060 Bridge Street.

Staff have reviewed the issue of access with the applicant. The applicant has revised the proposal such that access to the site is from the new portion of Sills Avenue, to be constructed with this development and will not be requiring the registered cross access easement through 7060 Bridge Street (Bridge Garden).

The proposed access to Sills Avenue has been reviewed by Transportation, and is supported based on the anticipated traffic to the development. The Area Plan permits access from multi-family developments to Sills Avenue where access will have negligible impact on neighbouring single-family development and is not anticipated to impede circulation on the "ring road", and is the case with this proposal.

Staff Comments

A preliminary site plan, streetscape elevations, and floor plans are enclosed for reference (**Attachment 5**). Separate from the rezoning process, the applicant is required to submit separate

applications for Development Permit, Servicing Agreement (street frontage improvements and new east-west road) and Building Permit.

Analysis

Density and Form

A design rationale and appropriate public benefit contributions from the developer are required to support a density increase above the base 0.55 FAR to 0.60 FAR, as proposed. The increased density is justified as follows:

- The proposed dedication of lands and contribution of funds for the future construction of Lechow Street and Sills Avenue, warrants support of the density increase to FAR 0.60. The applicant will also be required to construct frontage improvements on Bridge Street and No. 4 Road. The cost of dedicating Sills Avenue will far exceed the applicable DCC credits;
- The applicant proposes a $0.60 per buildable sq. ft. voluntary cash contribution (e.g., $40,200) towards Affordable Housing, consistent with the City Interim Affordable Housing Policy; and
- The proposed townhouse layout provides for an attractive pedestrian oriented streetscape of single-family and duplex units along Bridge Street, single-family units on Sills Avenue, and triplex units along Lechow Street; and pedestrian entrances for all street fronting units.

McLennan South Sub-Area Lot Size Policy

The McLennan South Sub-Area Plan does not contain guidelines specific to parcel size. However, staff review each development proposal to determine if the proposed development site area meet the following criteria:

- It is of sufficient size (e.g., area and frontage) to support development consistent with City-wide and Sub-Area Development Permit Guidelines;
- Provides opportunities for adjacent underdeveloped sites to redevelop in accordance with the Area Plan (e.g., does not create orphaned lots with reduced development potential); and
- Allows for the orderly and timely completion of the Sub-Area road network.

Staff reviewed the initial proposed development with the applicant (with only one lot on Bridge Street - 7090 Bridge Street) and requested that the applicant investigate the possibility of including the adjacent lot at 7100 Bridge Street with this development; and further, to dedicate and construct the sidewalk and a temporary driveway on Sills Avenue from Bridge Street to Lechow Street. The applicant was able to purchase the lot, and include dedication and payment of funds for the future construction of Sills Avenue with this application. Staff have concluded that the subject development may proceed, as:

- The development parcel is of acceptable size in width (80 m) and area (2.8 acres);
- The adjacent lots to the south fronting No. 4 Road are of sufficient size to develop independently, with access from the future Bennett Road portion of the "ring road" network should they choose to redevelop in the future; and

- Development of this site will allow for the extension of the "ring road" network and facilitate development opportunities for back land properties along Bridge Street.

Staff recommend that this lot be permitted to proceed under Townhouse District (R2-0.6).

Building Appearance - Townhouse District (R2 –0.6)

Townhouse District (R2) has been used for the previous townhouse development north of the site by Dava Developments at 7060 Bridge Street (DP 03-233036), in the McLennan South Sub-Area. It includes setback requirements generally consistent with the goals for Character Area C, in which the proposed development is located.

The Development Permit Guidelines for the McLennan South Sub-Area contain additional measures to control building height and setbacks along No. 4 Road. With the Development Permit, control of the height of buildings along No. 4 Road to two and a half storeys, to achieve a neighbourly transition to the single-family neighbourhood to the east, consistent with the Development Permit Guidelines, will be addressed.

Road and Vehicle Access

This application proposes an extension of the "ring road", as currently shown on the "Circulation Map" for the McLennan South Sub-Area Plan (**Attachment 4**), including:

- Dedicating lands and providing funds for the future construction of the north half of Sills Avenue, from Bridge Street to Lechow Street; and
- Dedicating lands and providing funds for the future construction of Lechow Street, across the west edge of the site, south of Sills Avenue.

The proposed development is consistent with the McLennan South Sub-Area Plan's requirements for the establishment of new roads to provide access and opportunities for future back land development in this area.

Additionally, the applicant will be responsible for the construction of off-site frontage improvements to the west of the site on Bridge Street, including road widening, curb and gutter, grass and treed boulevards, lighting and sidewalks, to City standards.

Sole vehicular access to this new townhouse project is to be from the new portion of Sills Avenue. There is an existing access agreement registered on title of the site to the north at 7060 Bridge Street, which will not be required for this development. No covenants are required, as this will be controlled with the forthcoming Development Permit.

The applicant has proposed tandem parking to less than 15% of the spaces (14 spaces), with side by side parking garages proposed for 41 of the 48 total units. Tandem parking is not permitted under Townhouse District (R2 – 0.6), therefore a variance will be required with the Development Permit, and is supported by staff.

Trees

An Arborist report (**Attachment 7**) has been submitted and reviewed by City staff, with recommendations for tree retention within the net site after the required road dedications. Trees located within the future extensions of Lechow Street and Sills Avenue, and the No. 4 Road right-of-way were not assessed for compensation, as the construction of the roads will necessitate

their removal. Compensation for trees within these road right-of-ways is not being sought as Lechow Street and Sills Avenue are identified in the Area Plan.

A tree survey and tree retention plan has been prepared (**Attachment 8**), which proposes a total of 1 retained bylaw tree, 8 transplanted bylaw trees, 92 removed bylaw trees (13 within future Road Rights-of-way), and 92 replacement trees on site, which is below the required 2:1 replacement ratio for 158 trees. As compensation for the shortfall (66 trees) of proposed replacement trees on site, a payment for tree replacement will be a requirement of the Development Permit. A landscape plan will be further assessed with the review of the Development Permit application.

In order to ensure that this work is undertaken, the applicant will be required to provide a landscape security with the Development Permit. The boulevard street trees are secured through the standard Service Agreement, also required as a condition of the rezoning. Street trees on No. 4 Road (3 trees) are to be retained and protected, subject to Parks review in conjunction with the review of any required frontage improvements or servicing requirements identified at the Development Permit stage.

The proposed plan for the tree retention and replacement will be further refined as part of the Development Permit process. In particular:

- All trees, including trees in groups (barring co-dominant stems) must be tallied as individuals for replacement calculations. There are several instances noted in the tree survey where this was not done. Recalculation of total number of trees 20 cm DBH or larger is required;
- TPZ and retention plans must be stated and shown on the maps for all off-site trees and hedges (City and private) if prior arrangements have not been made; and
- Recommendations for transplanting trees should only be included where feasibility/likelihood has been already assessed/determined and committed to, otherwise raises false expectations during review/approval process.

The following Table summarizes the findings of the Arborist Report:

Preliminary Tree Summary Table

Item	Total of All Trees	Tree Type		Trees Retained or Transplanted on Site		Proposed By-law Trees Removed	Compensation		Comments
		Non-Bylaw	Bylaw Note 1	Non-Bylaw	Bylaw Note 1		Rate	No.	
Within building envelope, internal driveways or sidewalks	92	5	87	4	8	79	2:1	158	Note 2
Trees adjacent to the site on neighbouring properties	0	0	0	0	0	0	2:1	0	Note 3
Trees adjacent to the site within Lechow St, Sills Av and No 4 Rd ROWs	16	8	8	3	1	13	-	-	Note 4
Total on site trees	**108**	**13**	**95**	**7**	**9**	**92**	**-**	**158**	Note 5

Note 1: Bylaw trees > 20 cm DBH

Note 2: To be removed, due to conflicts with proposed building locations, internal roadways and driveways, or poor health of the tree.

Note 3: To be retained and protected – Removal will require owner's authority and a Tree Permit

Note 4: Located within excavation and construction zones for roadworks. These trees to be further assessed as part of the DP and SA processes.

Note 5: Compensation not sought for trees located in ROWs identified in Area Plan.

Amenity Space

The applicant has agreed on a payment-in-lieu for indoor amenity space in the amount of $86,000 towards the development of the McLennan South neighbourhood parks.

Outdoor amenity space is proposed within the site at a central location, and satisfies the OCP requirements for size, location, visual surveillance and access. The design of the children's play area and landscape details will be refined as part of the Development Permit application.

Affordable Housing

The applicant has agreed to the payment of a voluntary contribution of $0.60 per buildable sq. ft. (e.g., $40,167) towards the City's Affordable Housing Reserve Fund, in accordance with the Affordable Housing Strategy – Interim Strategy Policy.

Public Art

The applicant has been advised of the Public Art Program Policy for residential development with greater than 20 units, and has elected not to participate in the Program.

Accessible Housing

The applicant is proposing that forty-one units (of the forty-eight total units) will include substantial living areas at the ground floor, which provide opportunities for enhanced accessibility and aging in place. Details of these units will be reviewed at the Development Application stage.

Aircraft Noise

The subject site is outside the boundary of the Aircraft Noise Sensitive Development Policy Area. A noise covenant, therefore, is not required.

Servicing Capacity

The City has reviewed the site storm and sanitary assessments and has accepted the consultant's findings, which indicate that the Sanitary Sewer will have sufficient capacity for this proposed development, and that contributions to future upgrades are not required. The developer is to confirm the pre and ultimate development conditions with the Service Agreement and the Building Permit. The Engineering Department has concurred with the consultant's findings that the storm system is undersized and needs upgrading across the Bridge Street frontage. The design and calculations for the upgrade are required through the forthcoming Service Agreement process.

Flood Indemnity Covenant

In accordance with the City's Interim Flood Management Strategy, a Flood Indemnity Covenant is required as a condition of rezoning.

Future Development Permit Application

The following items will be further investigated at the Development Permit stage:

- A detailed review of building form and character;
- A review of units providing opportunities for enhanced accessibility;
- A review of the pedestrian frontage along Sills Avenue and Bridge Street;
- The driveway location to Sills Avenue is to be verified with Transportation Department;
- A review of building heights, to maintain a neighbourly transition to the adjacent single-family neighbourhood;
- Design development to building heights to achieve consistency with the Development Permit Guidelines for building setbacks along No. 4 Road, in particular to ensure that 2 1/2 storey units are set back a minimum of 9 m (29.5 ft.);
- Design development to locate the proposed garbage enclosure next to the recycling enclosure or close to the entrance; and
- A review of the landscape design, including the retention or replacement of existing tees, in accordance with the preliminary tree retention plan (**Attachment 8**).

Financial Impact

None.

Conclusion

Staff recommend support for this application. The proposed extension of Sills Avenue and Lechow Street will improve access from Bridge Street , and improve opportunities for single-family development of the back lands of properties fronting Bridge Street and Lechow Street.

Rezoning of the subject site as proposed conforms to city-wide, City Centre, and McLennan South objectives for residential growth and development and merits favourable consideration.

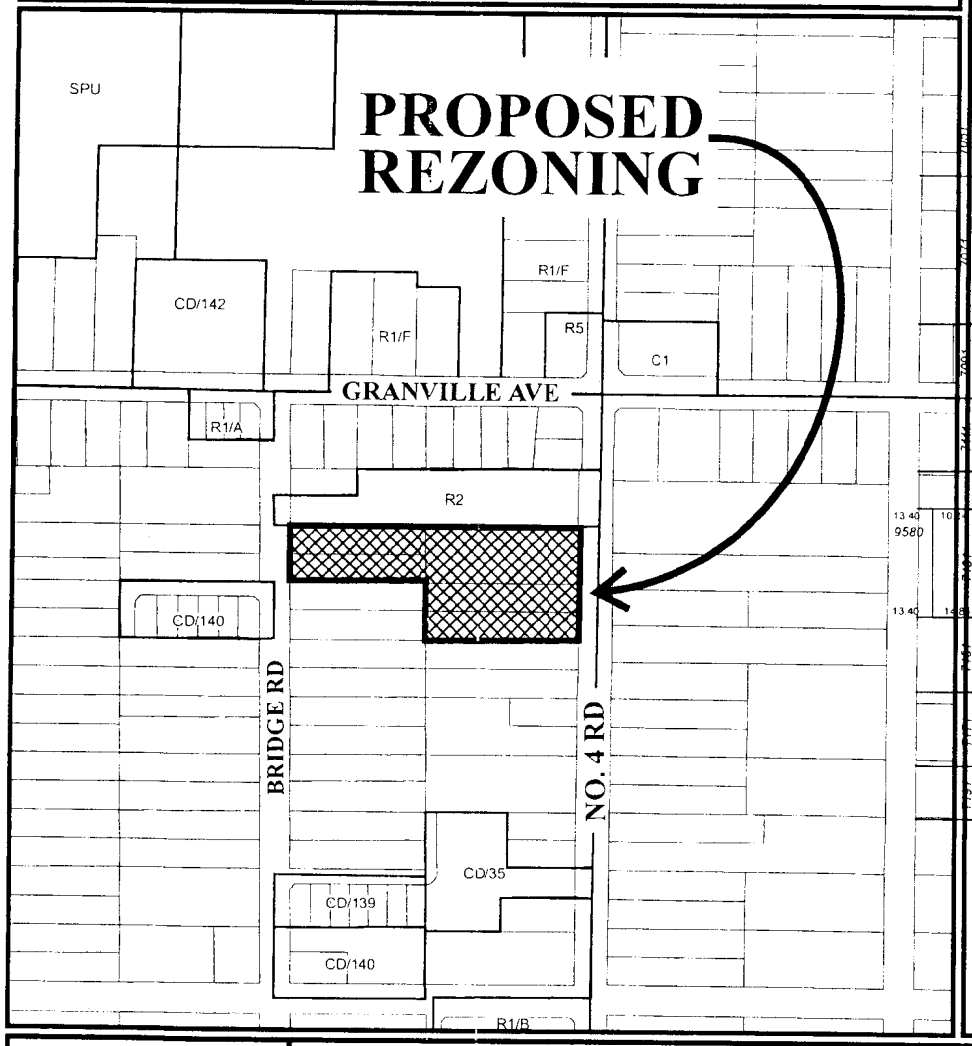
Eric Fiss
Policy Planner

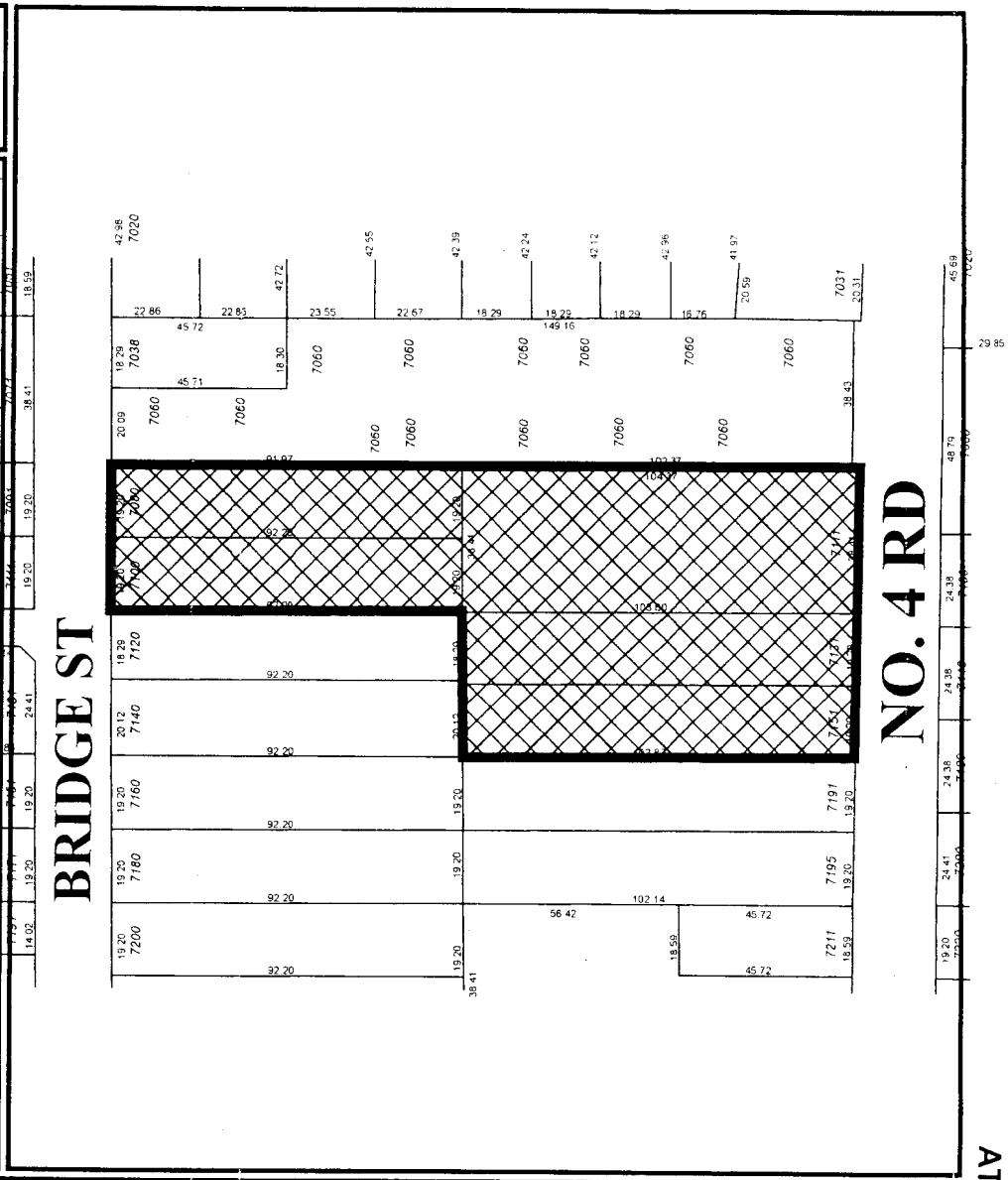
EF:cas

See **Attachment 9** for legal and development requirements agreed to by the applicant and to be completed prior to final adoption of the Zoning Amendment Bylaw.

Attachment 1: Location Map and Site Context - GIS 2005 Aerial Photo
Attachment 2: Development Application Data Sheet
Attachment 3: McLennan South Sub-Area Site Context
Attachment 4: McLennan South Sub-Area Circulation Map
Attachment 5: Letter from residents and property owners at 7060 Bridge Street
Attachment 6: Preliminary Site Plan, Streetscape Elevations, and Reference Floor Plans
Attachment 7: Arborist Report Tree Survey
Attachment 8: Preliminary Landscape Plan
Attachment 9: Rezoning Considerations Concurrence

City of Richmond





ATTACHMENT 1

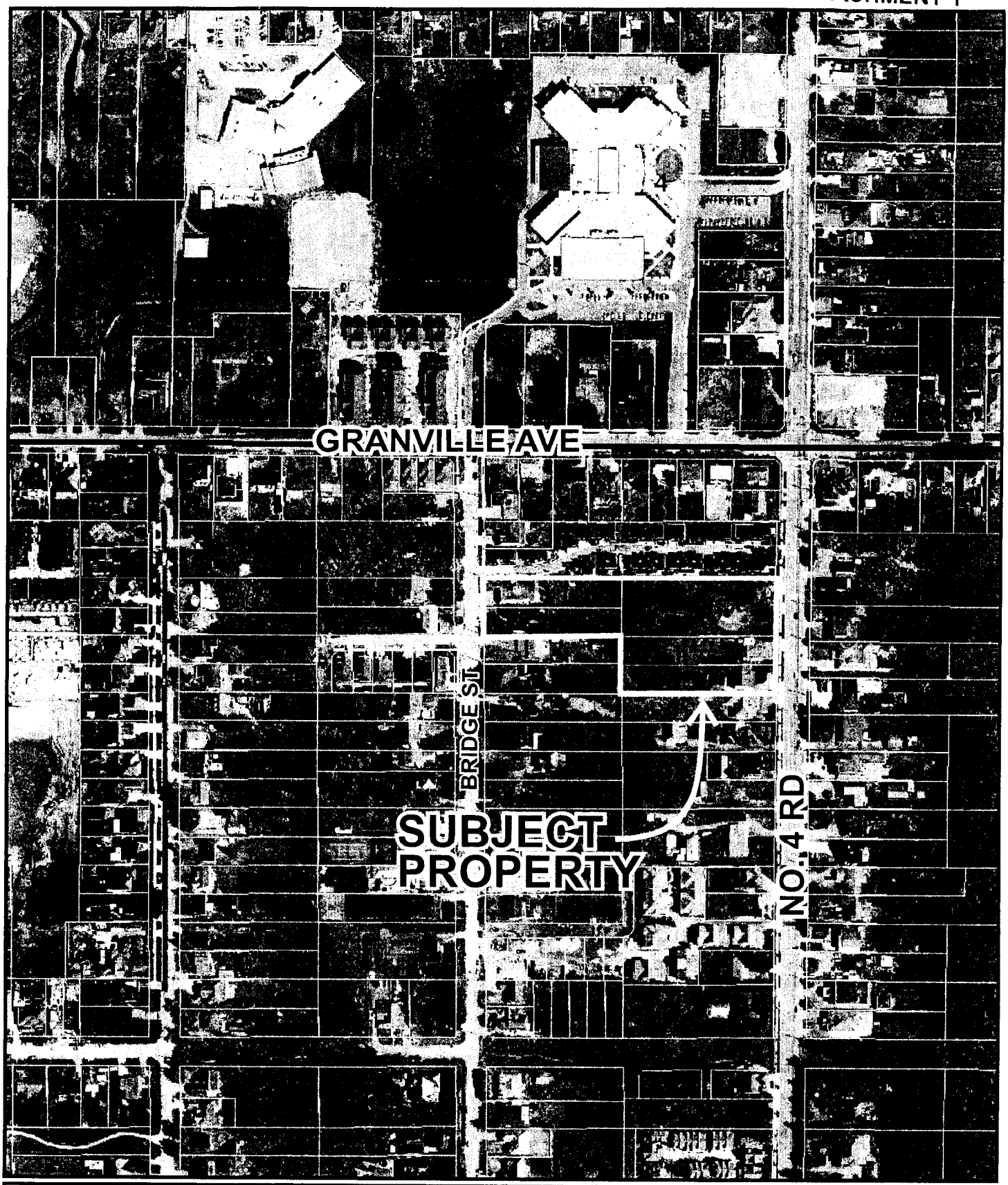
RZ 05-319627

Original Date: 12/15/05

Revision Date: 02/215/07

Note: Dimensions are in METRES

ATTACHMENT 1



RZ 05-319627

Original Date: 02/21/07

Amended Date:

Note: Dimensions are in METRES

ATTACHMENT 2

City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

Address: 7080 & 7100 Bridge Street and 7111, 7131 & 7151 No. 4 Road

Applicant: Bridge CWL Investments Inc.

Planning Area(s): City Centre Area Plan, McLennan South Sub-Area Plan (Schedule 2.10D)

Owner:	Bridge CWL Investments Inc (7080, 7100 Bridge Street and 7111 No. 4 Road); Judy Wei-Fung (7151 No. 4 Rd); Philip Chi Tseng Chi Pi and Olivia Chin Chung Pi (7131 No. 4 Rd)	Bridge CWL Investments Inc.
Site Size (m^2): ***(by Applicant)***	11,458 m^2 (123,337 ft^2)	10,375 m^2 (111,680 ft^2) The gross site area is reduced by: 7.5 m (24.6 ft.) wide dedicated right-of-way along the south edge of 7100 Bridge St for road (Sills Ave.), complete with 4 m x 4 m corner cut at Bridge Street, 7.5 m (24.6 ft.) along the west edge of 7131 and 7151 No 4 Rd for road (Lechow St), and 2 m dedication along No. 4 Rd
Land Uses:	Single-Family Residential	Multi-Family Residential
OCP Designation:	Single or Multi-Family Residential	No change
Area Plan Designation:	Residential	No change
Zoning:	Single-Family Housing District, Subdivision Area F (R1/F)	Townhouse District (R2 – 0.6)
Number of Units:	5 Single-Family Dwelling Units	48 Townhouse Units

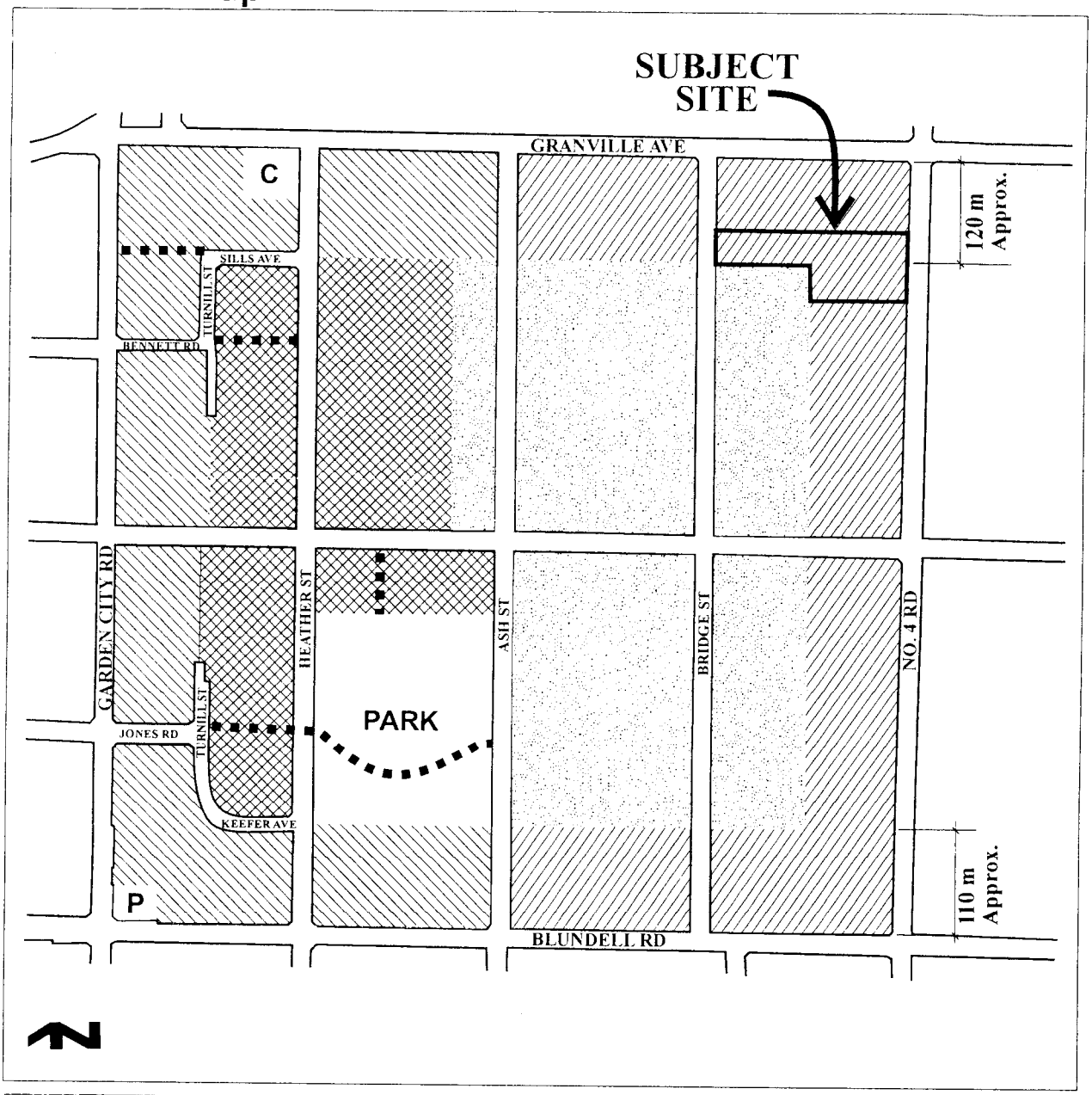
Density (units/acre):	N/A	19 upa	none permitted
Floor Area Ratio:	Max. 0.60	0.60	none permitted
Lot Coverage – Building:	Max. 40%	39%	none
Lot Size (min. dimensions):	Min. 30 m width Min. 35 m depth	Min. 38.4 m width Min. 103 m depth	none
Setback – Public Road (m):	Min. 6 m	6 m Min.	none

ATTACHMENT 2

Setback – Side Yards (m):	Min. 3 m	Min. 2 m	***Variance required and supported***
Height (m):	Three storeys and Max. 11 m	Three storeys and Max. 11 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2.0 spaces/unit x 48 = 96 (R) 0.2 spaces/unit x 48 = 10 (V)	2 spaces/unit x 48 = 96 (R) 0.2 spaces/unit x 32 = 10 (V)	none
Off-street Parking Spaces – Total:	106	106	none
Tandem Parking Spaces:	Not permitted	14 spaces	***Variance required and supported***
Amenity Space – Indoor:	100 m^2 or payment-in-lieu	$86,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min 6 m^2 /unit = 192 m^2	192 m^2	none

Other: Tree replacement compensation required for loss of significant trees.

Land Use Map



Residential Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family **0.75 base F.A.R.**

Residential, 2 ½ storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family **0.60 base F.A.R.**

Residential, 2 ½ storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family **0.55 base F.A.R.**

Residential, Historic Single-Family, **2 ½ storeys** max., **0.55 base F.A.R.,** Lot size along Bridge and Ash Streets:

- Large-sized lots (e.g. 18 m/ 59 ft. min. frontage and 550 m^2/5,920 ft^2 min. area).

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/37 ft. min. frontage and 320 m^2/ 3,444 ft^2 min. area), with access from new roads and General Currie Road;

Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling.

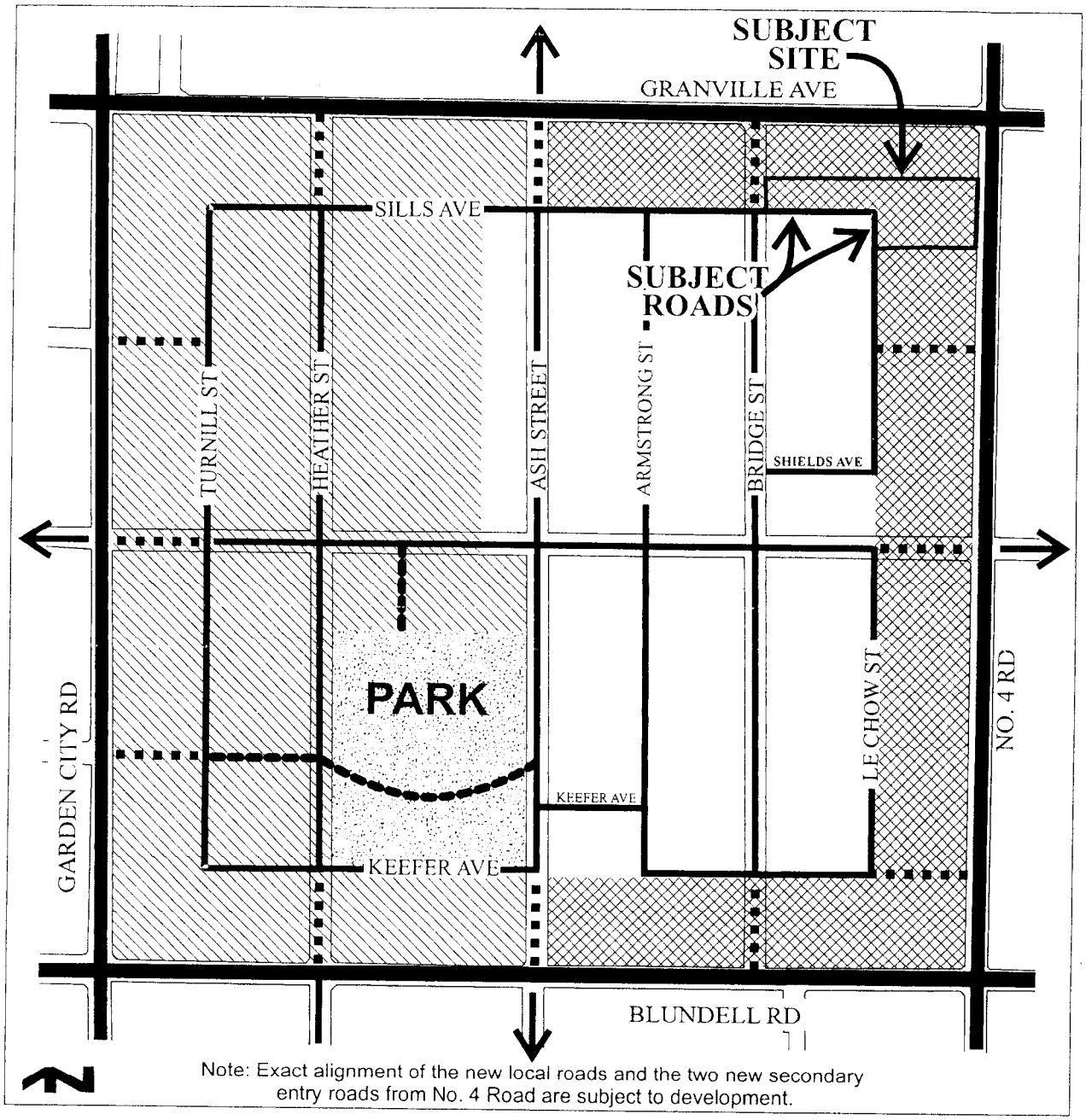
Trail/Walkway

C Church

P Neighbourhood Pub

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

Circulation Map



Access From local roads

Consolidated driveways, lanes or access from new local roads

Consolidated driveways or lanes, or collectors to No. 4 Rd depending on final parcel sizes

Arterial

Collector

Local

Trail/Walkway

Major Entry/ Exit Points

ATTACHMENT 5

City of Richmond
Development and Applications Department
6911 No.3 Road
Richmond, BC V6Y 2C1

"HAND DELIVERED"

July 8, 2006

ATTN: ERIC FISS

Re: Implication of 7060 Bridge Easement on Proposed 7080 Bridge Development (RZ 05-319627)

Attracted to Richmond by its vibrant community and proximity to key amenities, 22 families purchased townhomes at 7060 Bridge Street, a low-density development. It's been a year and Bridge CWL Investments Inc (Developer) has purchased adjacent lots, south of the Bridge Garden property. The developer's most recent acquisition of 7080 Bridge Street has an easement that permits unrestricted access from 7060 Bridge Street onto the 7080 Bridge Street property (see Addendum A). This access covenant is a major concern for all owners of Bridge Garden. Our preference is for the developer to provide entry/exit access directly from their property and not use any access points via 7060 Bridge Street.

Issue

If the developer intends to use the easement rights of 7080 Bridge Street to provide driveway access, and in particular, for the planned 44 unit townhomes, the 7060 Bridge Street driveway will essentially be used as an entry and exit point for 146 cars (Bridge Garden: 22 units x 2 cars = 44, New townhome project: 44 units x 2 cars = 88 and 14 visitors). Should the developer command a higher build density, this would again result in higher traffic volumes.

Major concerns for the owners of Bridge Garden and objections to the usage of easement BV499720 for access to the proposed adjacent redevelopment:

1. The obligations of Easement BV499720 between 7060 Bridge Street and 7080 Bridge Street should **not,** in any way, be used or extended to the other property lots (7111, 7131, 7151 No.4 Road) listed in Rezoning Application RZ 05-319627.
2. The one and only one, mini-sidewalk that runs adjacent to the 7060 Bridge Street entry driveway serves as a pedestrian walkway for Bridge Garden. By providing driveway access to the 7080 Bridge development, young children, seniors, visitors, and residents will have to compete with 90+ cars that drive across the mini-sidewalk. Now, the simple walks to schools, parks, bus stops, and food marts become an extremely dangerous endeavor. This is clearly, unacceptable.
3. The added traffic congestion, noise and pollution will make the neighborhood less enjoyable, undoubtedly reduce property values, and result in immediate sell-off of Bridge Garden townhouses.
4. The 7060 Bridge Street driveway was not built to accommodate the entry & exit of 146 cars from 66 potential townhome owners. This was never discussed, anticipated, nor agreed by the owners of the Bridge Garden at any time before or after the possession date.
5. The costly maintenance of the 7060 Bridge Street driveway was never discussed, anticipated, nor agreed by the owners of Bridge Garden at any time before or after the possession date for any usage of other proposed future developments.

The owners of Bridge Garden have signed a Petition (see Addendum B) opposing the use of 7060 Bridge Street driveway as the entry & exit point for the proposed 44 townhome development at 7080 Bridge Street (RZ 05-319627).

Assistance Needed

The Bridge Garden Strata Council would like your assistance in the following:

1. Communicate our concerns to Mayor Brodie and Councilors to ensure that the interests of Bridge Garden are represented in the development planning process.
2. Communicate our concerns to current developers (Bridge CWL Investments Inc.) or future developers of the properties adjacent to 7060 Bridge Street and work with the developers to pursue alternative entry and exit access point to their proposed townhome development from within their property boundaries.
3. Involve and advise Bridge Garden strata council of upcoming City of Richmond planning meetings/public hearings as to the progress of the 7080 Bridge Street development.

Should you have any questions or need further information, please feel free to contact me at 604 671-3636 or Fritz / Rita Wu at 604 232-3910. Your assistance to this matter is greatly appreciated.

Kind Regards,

Leland Jay
Vice-Chair, Bridge Garden Strata Council
cc: Mayor Brodie & Councilors

Addendum B, Petition

The owners of 7060 Bridge Garden, Richmond, BC V6Y 2S7 strongly oppose the use of 7060 Bridge Street driveway as the entry & exit point for the proposed 44 townhome development at 7080 Bridge Street (RZ 05-319627). Our preference is for the developer to provide entry / exit access directly from their property and not use any access points via 7060 Bridge Street.

ATTACHMENT 5

From: Leland Jay [mailto:leland_jay@shaw.ca]
Sent: Friday, 16 March 2007 9:10 AM
To: Fiss, Eric
Subject: Fwd: Development Project Concerns and Issues, 7080 Bridge Street, Richmond, BC

Hi Eric,

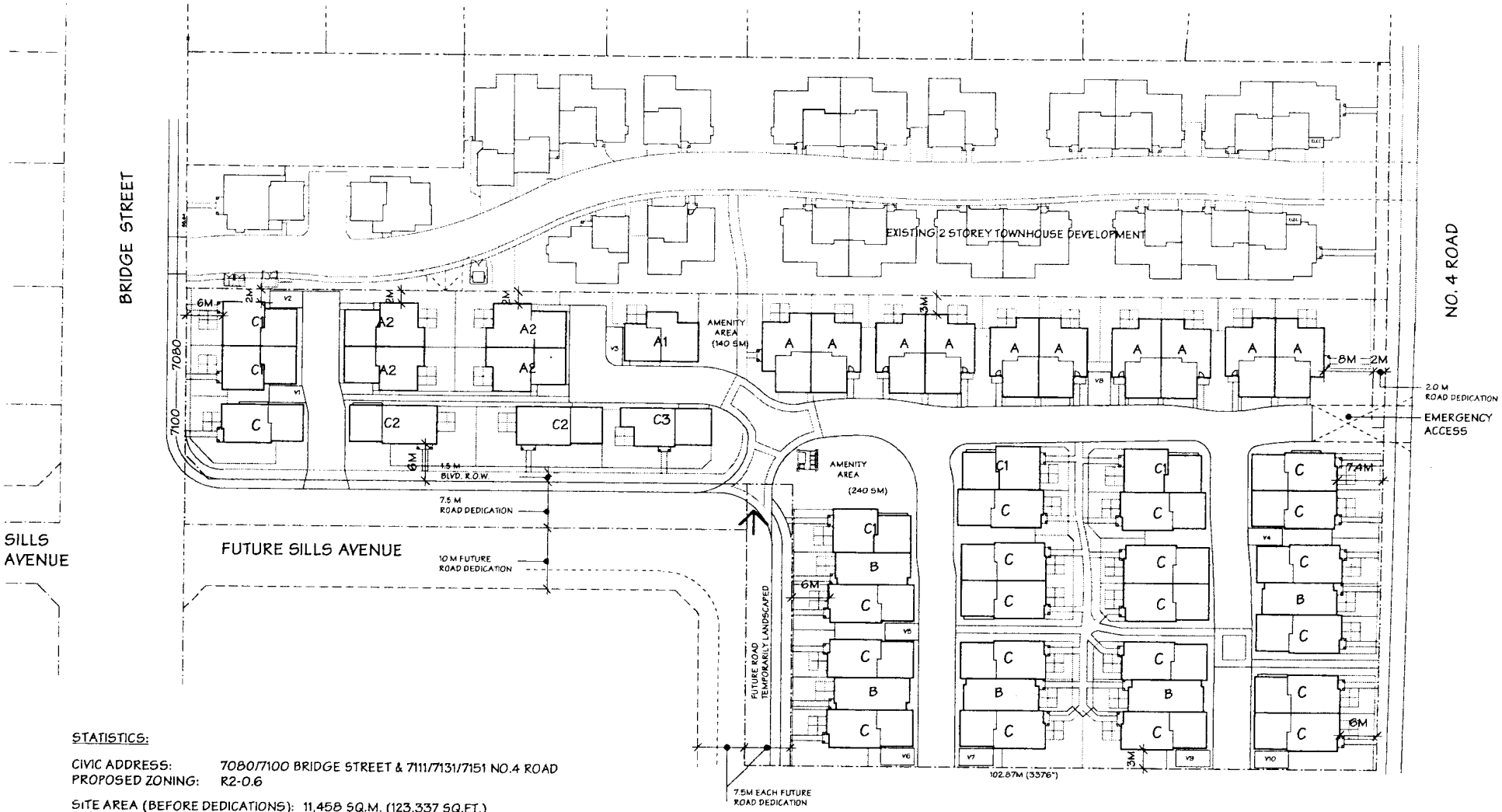
After discussing the adjacent 7080 Bridge Street townhome development, the strata council (BC1112) would like to add the following comments and concerns (in addition to the July 8, 2006 letter that was forwarded to the City of Richmond Planning):

1. Access Easements. The strata council would like the 7080 Bridge Street developers to cancel all 'right of way easements' providing vehicle and pedestrian walkway access from 7060 Bridge Street strata to 7080 Bridge Street strata property. It is unclear from your attached map whether there will be walkways from the 7080 Bridge Street strata into the 7060 Bridge Street strata (e.g. the map shows a walkway between our Unit 2 and Unit 3). If the walkway accesses are permitted, there will be more pedestrian traffic, ground pollution, and in particular, a safety concern where 7080 Bridge Street owners/guests will be competing with 7060 Bridge Street strata users (owners/seniors/childrens/guests/vehicles) --not a good situation. Since the current 'right of way easements' between 7060 Bridge Street and 7080 Bridge Street would not be relevant after the approved development, the strata council recommends the developer to cancel and nullify the 'right of way easements' now.

2. Boundary Fence. There is a boundary fence from our Unit 1 to Unit 9 between the 7060 Bridge Street and 7080 Bridge Street stratas. The strata council would like to understand how this fence will be maintained, who pays for the ongoing maintenance costs, and what both parties can do and not do in regards to the fence. The strata council recommends an agreement between 7060 Bridge Street strata and the 7080 Bridge Street developers outlining maintenance, responsibilities, and liabilities, prior to approval of the development project.

3. Noise and Privacy. The 7060 Bridge Street townhomes (Unit 1 to Unit 9)will be experiencing more noise and less privacy from the planned 7080 Bridge Street development. The strata council recommends that the developer incorporate effective noise suppression landscape to keep the noise levels lower and maintain a higher level of privacy that is consistent with City of Richmond planning guidelines.

Regards,
Leland Jay
Vice President, Bridge Garden Strata Council



STATISTICS:

CIVIC ADDRESS: 7080/7100 BRIDGE STREET & 7111/7131/7151 NO.4 ROAD
PROPOSED ZONING: R2-0.6

SITE AREA (BEFORE DEDICATIONS): 11,458 SQ.M. (123,337 SQ.FT.)
SITE AREA (AFTER DEDICATIONS): 10,375 SQ.M. (111,680 SQ.FT.)

MAXIMUM SITE COVERAGE
MAX. ALOOWED: 111,680 SQ.FT. x 40% = 44,672 SQ.FT. (4,150 SQ.M.)
PROPOSED: 43,260 SQ.FT. (38.7% INCLUDING PORCHES 825 SQ.FT.)

F.A.R. :
MAX. ALLOWED FLOOR AREA : 111,680 SQ.FT. x 0.6 = 67,008 SQ.FT. (6,225 SQ.M.)
PROPOSED: 48 UNITS X AVERAGE 1,396 SQ.FT. = 67,008 SQ.FT.
(41 TWO STOREY UNITS + 7 THREE STOREY UNITS)

PARKING:
REQUIRED & PROVIDED:

2.0 SPACES PER UNIT (RESIDENTS)	96SPACES	(14 TANDEM PARKING)
0.2 SPACES PER UNIT (VISITORS)	10 SPACES	
TOTAL	106 SPACES	

AMENITY AREA:
REQUIRED: 48 UNITS X 6 SQM = 288 SQM
PROVIDED: 350 SQM

PROPOSED FLOOR AREA :

UNIT-A	1464 sq.ft.	x	10 UNITS	=	14640 sq.ft.
UNIT-A1	1309 sq.ft.	x	1 UNIT	=	1309 sq.ft.
UNIT-A2	1344 sq.ft.	x	4 UNITS	=	5376 sq.ft.
UNIT-B	1409 sq.ft.	x	5 UNITS	=	7045 sq.ft.
UNIT-C	1379 sq.ft.	x	20 UNITS	=	27580 sq.ft.
UNIT-C1	1361 sq.ft.	x	5 UNITS	=	6805 sq.ft.
UNIT-C2	1439 sq.ft.	x	2 UNITS	=	2878 sq.ft.
UNIT-C3	1312 sq.ft.	x	1 UNIT	=	1312 sq.ft.
	TOTAL		48 UNITS	=	66945 sq.ft

SITE PLAN

ATTACHMENT 6

0512

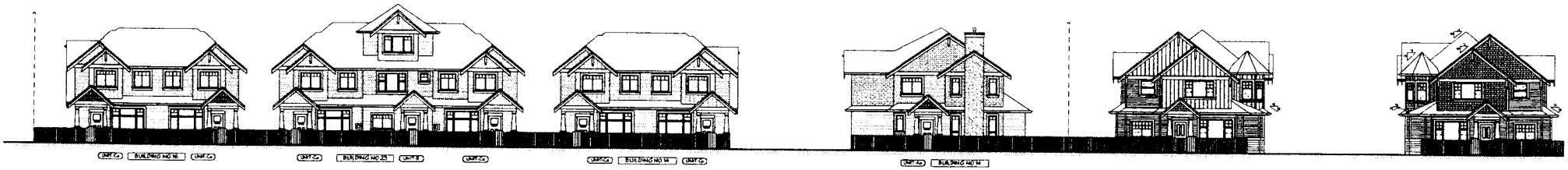
NOV. 21, 2006

TOWNHOUSE DEVELOPMENT
7080/7100 BRIDGE STREET & 7111/7131/7151
NO. 4 ROAD, RICHMOND, B.C.

tomizo yamamoto architect inc.
2386 Oak Street, Vancouver, B.C. V6H 4J1
Tel. 604-731-1127 Fax. 604-731-1327
E-mail : tyarch@shaw.ca

EXSITING TOWNHOUSE
7060 BRIDGE STREET

WEST ELEVATION - BRIDGE STREET



EAST ELEVATION - NO. 4 ROAD

EXSITING TOWNHOUSE
7060 BRIDGE STREET

SOUTH ELEVATION - FUTURE SILLS AVENUE

WEST ELEVATION - FUTURE LECHOW STREET

NO	DATE	REVISIONS

CONSULTANT

PROJECT

48 UNIT
TOWNHOUSE DEVELOPMENT

7060/7100 BRIDGE ST & 7111/7131/7151 NO. 4 RD
RICHMOND, B.C.

tomizo
yamamoto
architect inc.

2305 Oak Street, Vancouver, B.C.
V6H 4J1 Tel: 604-731-1127 Fax: 604-731-1327

DRAWING TITLE

STREETSCAPE ELEVATIONS

SCALE 3/32" = 1'-0"	SHEET NO. A01
DATE DEC. 14, 2006	
DRAWN D.R.K	
CHECKED	PROJ. NO. 0513

ATTACHMENT 6

VanArbor Vegetation Consulting Ltd.
Consulting Arborist & Urban Forest Resources

Arboriculture Report

Date of Report:	December 15, 2006
Project Address:	7100 + 7080 Bridge Street, Richmond, BC 7111 + 7131 + 7151 No. 4 Road, Richmond, BC
File No.	RZ 05-319267
Arborist:	Ken Bell, P.Ag., CAC, ISA Certified Arborist
Distribution:	Bridge CWL Investments Inc. T. Yamamoto Architect Inc. City of Richmond

Introduction

Bridge CWL Investments Inc. has applied to the City of Richmond for permission to rezone 7100 + 7080 Bridge Street, 7111 + 7131 + 7151 No. 4 Road, Richmond, BC from single-family housing - District, Subdivision Area F (R1/F) to Comprehensive Development District (CD) in order to permit the development of 49 townhome units . File No. RZ 05-319267. There are protected trees associated with the proposed subdivision that require report compliance in accordance to City of Richmond Tree Protection By-law No. 8057.

The purpose of this Arborist report is to provide a *Tree Preservation Plan.* The report includes a tree survey, tree inventory, a tree protection plan and tree replacement calculations. The Landscape Architect is to provide a landscape scheme for the proposed development. The scheme may include replacement trees.

Tree Survey and Appendixes

VanArbor conducted the field work to review trees and site conditions in December 7, 2006. VanArbor individually assessed trees: located in roadway easements, in the proximity of existing homes and trees located on neighbouring properties near the property line. Trees located in woodland conditions at the rear of the assembled lots were not individually assessed by the Project Arborist; these trees were recorded by the project BC Land Surveyor and plotted on the drawings.

Trees considered viable specimens for transplant have been field identified with a numerical survey tag attached to the tree.

The following appendixes are associated with this Arborist report:

- Appendix 1 Site Map addendum: A 24" x 36" addendum Site map shows the locations of protected trees, undersized specimen trees and hedgerows on the assembled properties as documented by the project BC Land Surveyor (Stephen Milner) on September 15, 2006. The addendum Site Map also shows the proposed townhouse layout (buildings, roadways, spot grade elevations) and tree preservation notes., proposed building envelopes, interior roadway system and landscape areas
- Appendix 2 includes a Tree Inventory / Evaluation for on-site and off-site trees. The inventory includes protected trees and trees with trunk diameter measurements ≤ 20 cm.
- Appendix 3: Documents selected trees proposed for mechanical transplant. These trees have been field identified with numerical tree tags by VanArbor
- Appendix 4 provides a calculation and number of trees proposed for on-site preservation, transplant, removal and the number of replacement trees required in accordance to City of Richmond Tree Protection Bylaw No. 8057, Schedule A
- Appendix 5 Provides Tree Preservation Specifications
- Appendix 6 Drawing of TPZ fence for Boulevard Trees
- Appendix 7 Provides Tree Spade / Tree Relocation Specifications

Site Conditions and Tree Assessment

Site conditions: The proposed subdivision includes an assembly of 5 residential lots for a combined development area of 2.195 acres or 95,637 ft². Each residential lot contains a house that will be proposed for demolition and removed from site to enable the townhome development. The yards around the existing homes are landscaped with varying mixes of ornamental trees, shrubs and hedgerows. The landscapes at the rear of the assembled lots are undeveloped and contain a stand of native trees consisting mostly of Birch and Pine trees.

The ground area is relatively flat and there are no water courses or any other significant environmental features to report. Two bird nests were observed during the Arborist tree survey; nests were observed in Tree # 744 (located at 7120 No. 4 Road) and Tree # 516 (located at 7080 Bridge Street); bird nest do not appear to be occupied at this time.

A study of existing natural grades on the proposed building lots and the No. 4 Road roadway grade indicates there are significant grade differences. The grade plan for proposed subdivision site shall be elevated above existing grades. The proposed subdivision road grade is up to 1.0 meter higher than the existing grade for the properties along No. 4 Road. The proposed subdivision roadway grade is up to 50 cm higher than existing property grades along Bridge Street. It is to be noted that it is difficult and often impossible to effectively preserve "on-site" trees when there are significant grade differences. It is suspected that the water table is high and close to the ground surface.

Tree Assessment: Appendix 2 Tree Survey / Evaluation provided by VanArbor documents 118 trees. 95 trees on the site have diameter-breast-height (DBH) measurements ≥ 20 cm.

The general results of the assessment include the following findings:

- Birch trees dominate the stand on the undeveloped sections of the land assembly. Approximately 63 (53%) of the trees recorded in Appendix 2 Tree Survey / Evaluation are comprised of native Birch trees. Conifer trees (Lodgepole pine and Western red cedar) are a minor tree component of the native tree stand at the rear of the building lots.

- The tree survey recorded three (3) Ironwood trees (Trees # 167, 168 and 169) located on No. 4 Road Municipal Boulevard roadway easement, immediately adjacent to the proposed subdivision. The Ironwood trees are designated for on-site preservation at this time and are to be protected from development/construction activities. However, if there are infrastructure changes required along No. 4 Road, then the trees may be mechanically transplanted to enable construction, provided there are no underground conflicts.

- The majority of ornamental trees located on building lots around the existing homes along No. 4 Road are unremarkable and in relatively poor condition; VanArbor observed 2 trees that were in good condition (Trees # 203 and # 204 at 7120 No. 4 Road) however, these trees are not considered economically viable candidates for transplant and can not be on-site preserved due to grade differences between existing tree elevations / proposed roadway elevations and proposed building layout conflicts.

- There are twelve (12) trees on the proposed building lots at 7080 & 7100 Bridge Street that are specimen quality trees and suitable candidates for preservation. It is proposed the specimen quality trees be transplanted and re-located back to the proposed subdivision site during the landscape installation phase of development. On-site tree preservation of the specimen quality trees is not a viable option due to grade differences between existing tree elevations / proposed roadway elevations and proposed building layout conflicts.

- The assembled properties contain several hedgerows of Western red cedar trees. Individual trees within the hedgerows are < 20 cm DBH. Existing Cedar hedgerows located on Municipal roadway easements in front of the assembled properties along No. 4 Road and Bridge Street are proposed for removal. All other hedgerows associated with the project are sited on proposed subdivision building lot properties and are proposed for removal.

Tree Preservation Plan

This report has classified the preservation plan into four (4) categories:

1) Off-site trees and conifers hedgerows located on Municipal easements
2) Off-site specimen trees located on the neighbouring properties
3) On-site trees located on the proposed building lots
4) Tree replacement calculation

1) Off-site trees and conifers hedgerows located on municipal easements:

- Ironwood trees #166, 168 and 169 are proposed for on-site preservation. A tree protection zone (TPZ) fence is to be constructed around the trees in accordance to Appendix 6 Drawing detail.
    - It is assumed that there will be no infrastructure upgrades required along No. 4 Road and there will be no disruption to the sidewalk or the grass strip boulevard where the Ironwood trees are currently planted.
    - If there are infrastructure changes, then the trees may be mechanically transplanted to another municipal site provided there are no underground conflicts that prevent tree spade digging or alternatively, the trees may be cut-off at base.
        - The City of Richmond owns the Boulevard trees and any decision regarding these trees is considered a City of Richmond responsibility.

- Conifer hedgerows planted along No. 4 Road next to the front street sidewalk:
    - The hedgerow conflicts with the planned 2.0 meter roadway dedication. Transplanting the hedgerow trees is not considered a viable option. It is proposed the hedgerow trees be removed to enable the new roadway dedication and the subdivision development.
    - The removal of the conifer hedgerows may be expedited by the excavator during site demolition. The debris may be removed off-site in accordance to standard disposal practices.

- Conifer hedgerow planted in front of 7200 Bridge Street:
    - The section of Western red cedar hedge that is located immediately adjacent (within 3 meters) to Deodara tree # 573 / 189 is to be cut at base. The roots of the hedgerow are not to be removed until after the Deodara tree is mechanically dug-up and moved from site.
    - The removal of the conifer hedgerow may be expedited by the excavator during site demolition after the re-location of the Deodara tree. The debris may be removed off-site in accordance to standard disposal practices.

- Tree replacements are not considered for trees and hedgerows removed on Municipal properties.

2) Off-site specimen trees on the neighbouring property

- It is considered a requirement to preserve off-site Pine tree # 902 located in the rear yard at 7120 Bridge Street, immediately adjacent to the proposed subdivision roadway development. The large tree is to be protected from proposed development activities.
    - A roadway is to be constructed at property line immediately adjacent to the tree
        - Soil cuts at the property line immediately adjacent to the tree are to be actively monitored by the Project Arborist.
            - Soil excavation by a backhoe is to ensure the shovel is pointing towards the tree and not dig the ground radial across the roots
            - The Arborist is to ensure roots are cut cleanly and the soil profile is to be covered with black plastic to protect exposed soil surfaces from the elements.

3) On-site trees located on the proposed development property

- It is proposed that twelve (12) trees be dug with a tree spade and relocated. Appendix 3 lists trees proposed for transplant and relocation. The trees may either be:
    - Transported to a holding nursery and replanted back into the landscape during the landscape installation phase of development
    - Used as replacement trees at alternate development sites
    - Planted on Municipal properties
- The feasibility of the mechanical transplant is to be verified by the tree mover and operator prior to site demolition.
- Appendix 7 contains mechanical tree spade transplant specifications. Tree digging and post digging maintenance care is to be done in accordance to best management practices.
- If the proposed transplant trees are relocated back to proposed development site, then the Project Landscape Architect should specify the relocation sites and included in the tree replacement strategy.
- Table 1 lists trees that are to be dug and relocated from site before site demolition:

Table 1

Tree #	Species	Transplant Specifications & Comments
596/ 192	Bonzii Pine	• Bonzii trees located in front yard of 7080 Bridge Street • Trees located in rock garden and rocks may interfere with mechanical digging; move rocks prior to digging
597/ 193	Bonzii Pine	
598/ 194	Bonzii Pine	
573/ 189	Deodara	• Tree located near BC Hydro pole • Conifer hedgerow trees within 3 meters of tree dripline are to be cut down at base. Cutting down hedgerow trees will provide tree spade access to tree and preserve the root system of the tree
572/ 190	Holly	• Asphalt driveway may interfere with tree spade digging; remove sections of pavement as required

It is to be noted that there are least six (6) shrubs in the front yards of 7080, 7100 Bridge Street that are also worthy of transplant

- Table 2 lists trees that are to be dug and relocated from site after site demolition:

Table 2

Tree #	Species
510 / 195	Ginco
196	Magnolia
511/ 197	Maple spp.
512/ 198	Pine spp.
516/ 199	Larch
518/ 200	Maple spp.
775/ 191	Western red cedar

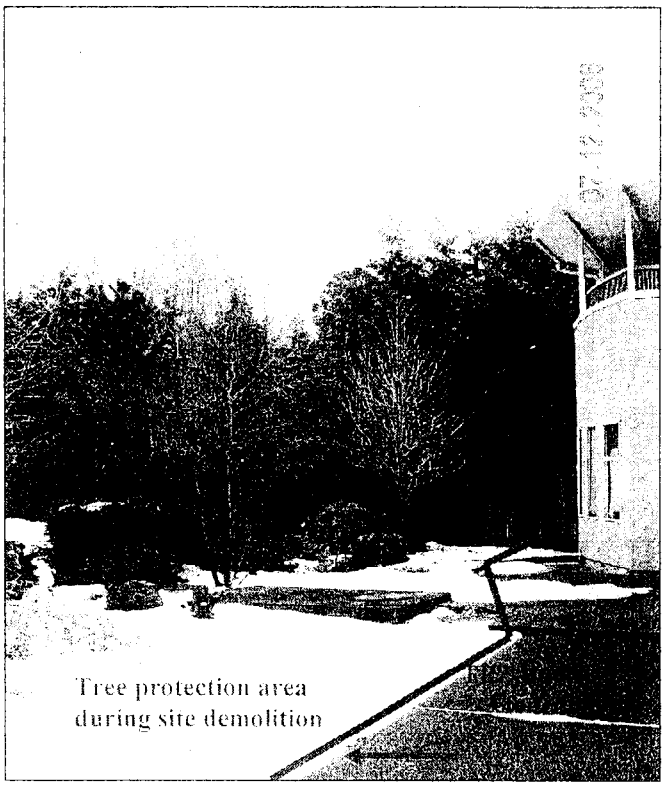
    - Trees 195 – 200 are located in rear yard of 7080 Bridge Street

- A TPZ fence is to be established at the edge of the stamped concrete patio. The TPZ fence is to completely surround the entire group of trees. The section of existing fence on the South side of the building lot next to Tree # 196, is to remain intact and act a TPZ barrier
  - The relative locations of the fence is shown in Appendix 1 Site Map
  - The TPZ fencing is to be inspected and approved by the Project Arborist prior to demolition work
  - Photograph 1 shows the group of trees and the location of the fence at edge of concrete patio
- The group of trees is to be protected by the TPZ barrier fence and the TPZ fence is to remain intact while site demolition occurrs around the group of trees
- The construction of a roadway may be required to enable tree spade access to the trees proposed for relocation.
- Trees are to be relocated after site demolition (i.e.) after buildings and adjacent trees/vegetation is removed from site

Photograph 1:

Rear yard at 7080 Bridge Street. The site contains a premier landscape with specimen quality trees and plants. It is proposed the landscape area be designated as a TPZ and preserved while the site around the landscape area is demolished.

- After building and adjacent tree/vegetation demolition, the specimen quality trees specified for relocation be dug-up and relocated.



- Tree # 191 is located in rear yard of 7100 Bridge Street

  - Establish a TPZ barrier fence 1 meter outside the dripline of the tree
  - The construction of a roadway may be required to enable tree spade access to the trees proposed for relocation.
  - Trees are to be relocated after site demolition (i.e.) after buildings and adjacent trees/vegetation is removed from site

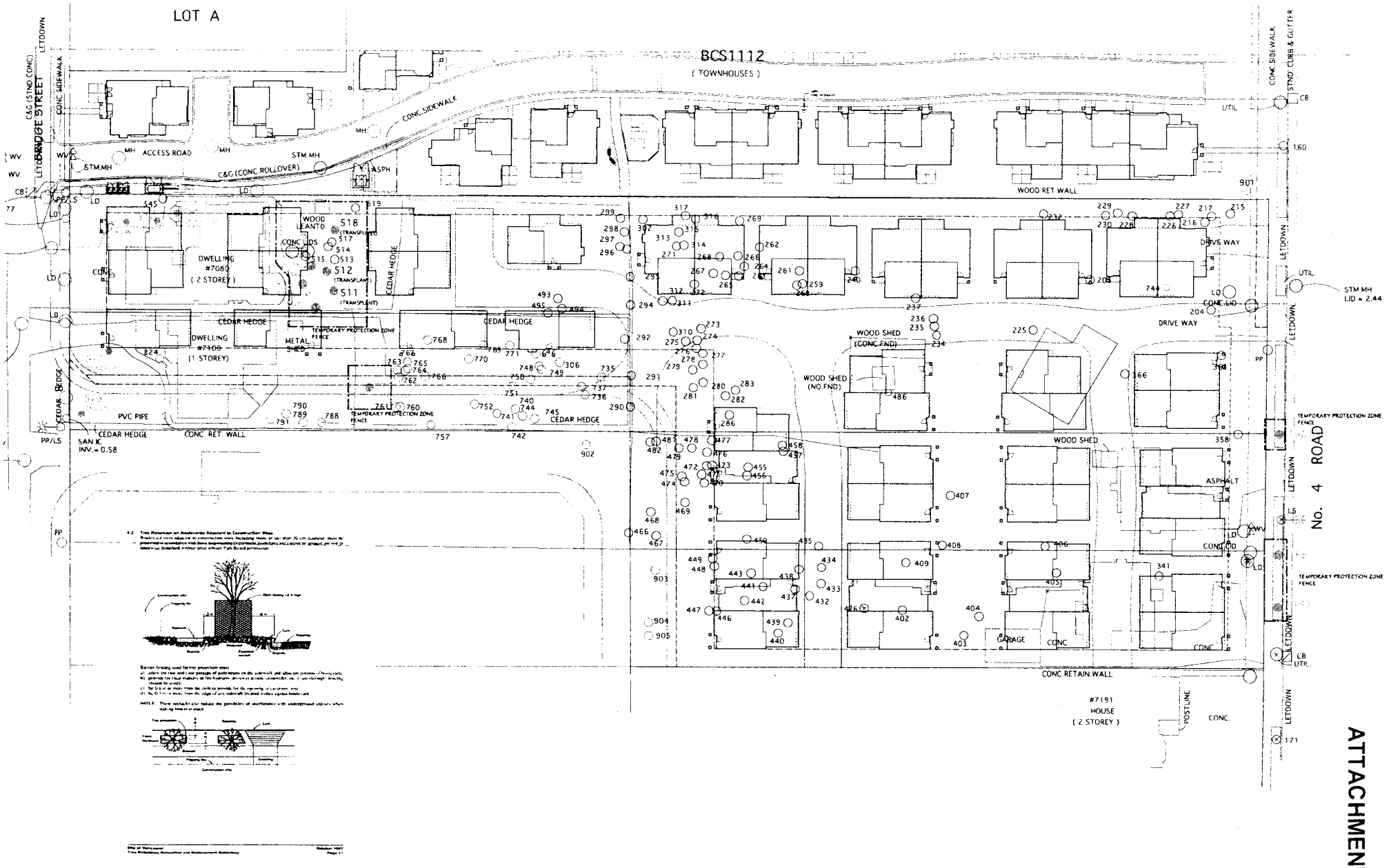
- All other on-site trees and conifer hedgerows on the proposed subdivision site are proposed for removal. The remaining trees are either:
    - In poor condition and not suitable for preservation
    - Trees and hedgerows conflict with the proposed building and roadway layouts
    - Trees and hedgerows conflict with the proposed grade plan

4. Tree replacement calculation

- Appendix 4 tallies the number of trees that are proposed for on-site preservation, transplant, removal and the required replacement tree sizes.
- 92 trees have DBH measurements ≥ 20 cm and are proposed for removal
- 92 replacement trees are calculated for the proposed subdivision in accordance to City of Richmond Tree Protection Bylaw No. 8057, Schedule A.
- Table 3 provides a Summary of Replacement Tree Sizes that are required in accordance to City of Richmond Tree Protection Bylaw No. 8057, Schedule A:

Table 3

Size of replacement trees	Number of replacement trees
6 cm Deciduous	50
8 cm Deciduous	14
9 cm Deciduous	4
10 cm Deciduous	1
3.5 meter tall Conifer	5
4.0 meter tall Conifer	11
5.0 meter tall Conifer	2
6.0 meter tall Conifer	5
Total Replacement Trees	92



ATTACHMENT 8

Rezoning Considerations
7080, 7100 Bridge Street and 7111, 7131, 7151 No. 4 Road
RZ 05-319627

Prior to final adoption of Zoning Amendment Bylaw 8217, the developer is required to complete the following:

- Consolidation of the five lots into one development parcel, including:
    a) Dedication of 2m for Road Dedication along No. 4 Road, up to 100m from Granville Avenue (approximately 19.57m from north Property Line of 7111 No. 4 Road);
    b) Dedication of 7.5m for Road Dedication along South edge of 7100 Bridge Street for future Sills Avenue extension complete with a 4m x 4m corner cut at Bridge Street;
    c) Dedication of 7.5m for Road Dedication along West edge of 7131 and 7151 No 4 for future Lechow extension, north edge aligning with north edge of Sills in (b); and
    d) Registration of a 1.5m Public Rights of Passage ROW along entire East edge of new Lechow Dedication (in conjunction with item (c), above).
- Enter into the City's standard Servicing Agreement* (SA) to design and construct Bridge Street improvements, plus complete full design of the ultimate 17.5m wide Sills Avenue and the 9m corridor granted for Lechow Street.
    a) **Bridge Street** works include, but are not limited to, road widening to an 8.5m ultimate pavement width, matching works done immediately north via SA03-242952 complete with a 3.6m (or greater) grass and treed boulevard (trees to be 7cm Red Horsechestnut) and Type I Decorative Luminaire street lighting, with a 1.75m concrete sidewalk at the property line. Also, per the capacity analysis results, storm upgrading is also required across this frontage.
    b) **Sills Avenue**: The required Dedication of 7.5m is not sufficient to create adequate interim access, factoring in the sidewalk, boulevard and need for a typical 6m wide two way travel lane. Plus, this section of Sills must appropriately offset the established portion of Sills already constructed via SA03-241982 across Bridge Street. Therefore, all that is to be *constructed* via this SA on Sills Avenue, is the permanent 1.75m concrete sidewalk, at the new Property Line. An interim 5.75m drive aisle (driveway) is to be placed between the sidewalk and the south Property Line for access to the townhouse project. The developer is responsible for complete Sills Avenue design for the ultimate 17.5m width, including 8.5m of road, with curb and gutter on both sides, water, storm and sanitary sewer, street trees and lights, and two sidewalks. Full Sills Avenue design is required to determine an accurate cost per for the contribution to Sills Avenue, below. No DCC credits are applicable for the interim driveway.
    c) **Lechow Street**: No offsite works are to be constructed via this application. The developer is to contribute towards the Lechow Street Reserve Fund, as has been Policy with all previous applications involving Lechow Street. A Conceptual design is required by the developer's Engineer and will *not* be included via the SA review process. See contribution to construction of Lechow Street, below, for further detail.

d) **No. 4 Road**: No offsite works are required, however, the existing driveway crossings are to be closed via the SA design drawings, and replaced with street trees as space permits.

e) **Site Servicing**: Water, storm and sanitary sewer servicing connections and tie-in alterations, needed for the townhouse site is to be included in the SA design, complete with capacity analysis calculations. Should any of these utilities need to use the Sills Avenue corridor, they would need to be part of the ultimate design and must work be inside the existing 7.5m corridor.

- Contribute towards the ultimate construction of Sills Avenue. The developer's Engineering consultant is to provide a Sealed cost estimate for the *entire* Sills Avenue works designed, except the sidewalk along the development site edge. The permanent sidewalk on Sills, will be a separate cost estimate and added to the Letter of Credit required for Bridge Street works. *Not* included in the ultimate cost estimate, are offsite utilities (BC Hydro, Telus, Terasen and Shaw). Based on that agreed upon cost, the developer shall contribute exactly 50% of that amount to the City who will place the funds in a specific account, to compensate the future developer of 7120 Bridge upon their completion of these very works. The amount of the contribution *plus* the cost of the permanent sidewalk are all DCC creditable. Of the four frontages involved (No. 4 Road, Bridge Street, Sills Avenue and Lechow Street), only Sills Avenue is on the DCC program.
- Contribute towards the construction of Lechow Street. Based on the Conceptual design of the 9m of Lechow Street, similar to the process outlined above for Sills Avenue, the developer's Engineering consultant is to provide a Sealed cost estimate for construction of the road, curb and gutter, boulevard and trees, street lighting and storm sewer system which would service this partial road only. Based on that agreed upon cost, the developer shall contribute that amount to the City who will place the funds in the Lechow Street Reserve Fund account. The City, in turn, will compensate the future developer of 7120/7140 Bridge upon their completion of the entire Lechow Street works across this frontage, on a dollar for dollar basis of the contribution.

All works, with the exception of Sills Avenue, which is DCC creditable, are at the developer's sole cost.

- Payment-in-lieu for indoor amenity space in the amount of $86,000 towards the development of the McLennan South neighbourhood parks;
- The City's acceptance of the developer's offer to provide a voluntary contribution of $0.60 per buildable sq. ft. (e.g., $40,167) towards the City's Affordable Housing Reserve Fund;
- Registration of a Flood Indemnity Covenant on title;
- Registration of a legal agreement on title to prohibit the conversion of the tandem parking area into habitable space; and
- The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

Then, prior to issuance of the Building Permit*:

- Driveway location to be verified with Transportation Department;
- Provision of a construction parking and traffic management plan to the Transportation Department to include: location for parking for services, deliveries, workers, 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 MMCO Traffic Regulation Section 01570 (http://www.richmond.ca/services/ttp/special.htm).

* Note: This requires a separate application.

[Signed original on file]

Signed

Date

City of Richmond

Bylaw 8217

Richmond Zoning and Development Bylaw 5300 Amendment Bylaw 8217 (RZ 05-319627) 7080 & 7100 BRIDGE STREET AND 7111, 7131, & 7151 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 **TOWNHOUSE DISTRICT (R2 – 0.6)**:

   P.I.D. 004-315-758
   North Half Lot 3 Block "D" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

   P.I.D. 003-953-726
   South Half Lot 3 Block "D" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

   P.I.D. 004-169-417
   Lot 18 Block "D" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

   P.I.D. 003-898-385
   Parcel "A" (J55272E) Lot 17 Block "D" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

   P.I.D. 004-124-804
   Parcel "B" (J62263E) of Lot 17 Block "D" 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 8217".**

FIRST READING	APR 10 2007
A PUBLIC HEARING WAS HELD ON	
SECOND READING	
THIRD READING	
OTHER REQUIREMENTS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER