



**City of Richmond**  
Planning and Development Department

**Report to Committee**

**To:** Planning Committee **Date:** March 30, 2011  
**From:** Brian J. Jackson **File:** RZ 06-344606  
Director of Development  
**Re:** **Application by Kaiman Enterprises Co. Ltd. for Rezoning at 22560, 22600 and 22620 Gilley Road from Single Detached (RS1/B) to Town Housing (ZT11) – Hamilton**

**Staff Recommendation**

That Bylaw No. 8750, for the rezoning of 22560, 22600 and 22620 Gilley Road from "Single Detached (RS1/B)" to "Town Housing (ZT11) - Hamilton", be introduced and given first reading.

Brian J. Jackson  
Director of Development

BJ:ke  
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

Kaiman Enterprises Co. Ltd. has applied to the City of Richmond for permission to rezone 22560, 22600 and 22620 Gilley Road (**Attachment 1**) from Single-Detached (RS1/B) to Town Housing (ZT11) – Hamilton zoning in order to permit development of a 35 unit townhouse project.

### Project Description

The subject properties, located in the Hamilton Area, are contained in the Lower Westminster Sub-Area where land uses permit a variety of low-density residential developments. This project facilitates the completion of Rathburn Drive and Turner Street that would service the proposed townhouse project and surrounding single-family residential subdivision in the neighbourhood. Vehicle access to the proposed townhouse development will be from the newly constructed Rathburn Drive/Turner Street connection. No vehicle access will be provided from Gilley Road. The project will have townhouse units fronting Gilley Road to the north and Rathburn Drive/Turner Street to the south. Townhouse buildings range from duplex to fourplex 3 storey building typologies that are arranged around a centrally located outdoor amenity area. Please refer to **Attachment 2** for a preliminary site, building elevation and landscape plan.

A public pedestrian pathway along the west side of the subject site is being secured through this development. This will enable a direct connection between the residential subdivision and Gilley Road, which will facilitate improved pedestrian movements to the community services and shopping centre located to the east of Westminster Highway and Gilley Road intersection.

### Findings of Fact

A Development Application Data Sheet providing details about the proposal is contained in **Attachment 3**.

### Surrounding Development

To the North: Properties zoned Agricultural (AG1) in the ALR to the west and properties zoned Single-Detached (RS1/B) to the east on the north side of Gilley Road

To the East: A low-density townhouse development zoned Town Housing (ZT11) – Hamilton and properties zoned Single-Detached (RS1/F).

To the South: Properties zoned Single-Detached (RS1/B).

To the West: Properties zoned Single-Detached (RS1/B).

### Related Policies & Studies

#### Official Community Plan – Hamilton Sub Area Plan

The subject sites are located in Hamilton and subject to the land use policies and designations applicable to this sub area. Residential growth and redevelopment is permitted in the area of Hamilton that is generally located south of Gilley Road along Westminster Highway.



This area is contained in the Lower Westminster Area Plan of Hamilton (**Attachment 4**), which identifies a variety of permitted residential land uses ranging from single-family, duplex and townhouse. The low-density townhouse project complies with the land use designation for this Area of Hamilton.

The Lower Westminster Area Plan includes additional density limitations that range from 11 to 25 units per acre (upa). The subject site's proposed density is 24 units per acre developed at a floor area ratio of 0.6. This complies with the area plan and is consistent with the development density of a number of recent townhouse projects that have been constructed in the area.

A 700 unit maximum is also identified in the Lower Westminster Area Plan applicable to all new residential development. Currently, there are a total of 532 units that have been built (or approved for development through rezoning) in the Lower Westminster Area Plan. Based on this figure, the development proposal complies with the overall unit maximum and permits additional growth (approximately 133 units) on the remaining properties that have not redeveloped.

#### Agricultural Land Reserve Buffer

The OCP also contains guidelines for providing an appropriate buffer to developments that are adjacent to or across from the Agricultural Land Reserve (ALR). For this proposal, Gilley Road separates the subject site from the ALR area. The OCP guideline for buffers where there is a separating road requires a minimum 5 m (16.5 ft.) buffer distance measured from the edge of the curb or road. The subject proposal's frontage along Gilley Road will generally be maintained with upgrades to install a 1.5 m walkway (existing open ditch/Riparian Management Area to remain). All buildings are also setback a minimum of 6 m (20 ft.) from Gilley Road. The combined width of the building setback and existing frontage to be maintained along the south side of Gilley Road enables sufficient space to meet OCP ALR buffer guidelines. The Development Permit application will detail the on-site landscape scheme to be implemented on the development site.

#### Riparian Management Area

A 5 m Riparian Management Area (RMA) exists along the subject site's Gilley Road frontage. The 5 m RMA is associated with a watercourse/canal located on the north and south sides of Gilley Road. The watercourse consists of an open canal where storm water drains from the road and fronting properties. Immediately fronting the development site, the open canal contains some existing mature trees, driveway crossings and existing shrubbery and vegetation.

A survey has confirmed the location of the 5 m RMA setback line (measured from top of bank). The site plan indicates that no works associated with the townhouse development (buildings and/or landscaping) encroaches into the 5 m RMA.

Forthcoming works along Gilley Road will likely be located within the 5 m RMA. These works are associated with the following:

- Pedestrian walkway works on the south side of Gilley Road and associated walkway crossing over the watercourse at the northwest corner of the development site.
- Removal of existing driveway crossings.
- Potential removal of trees and vegetation.

Further review of the impact of these works along with any measures of protection during construction on the RMA will be undertaken along with the necessary consultation with and approval from external agencies (Department of Fisheries and Oceans) through the Development Permit and Servicing Agreement process. Recommended mitigation measures will also be examined as part of the RMA assessment.

## **Consultation**

### Agricultural Advisory Committee (AAC)

The rezoning proposal was referred to the AAC for review and comment in July 2007 as the subject site is located adjacent to the Agricultural Land Reserve (ALR) to the northwest. Gilley Road currently consists of a paved road, gravel/grass shoulders and ditches on both sides that separates the existing residential development to the south and agricultural areas to the north. The AAC had no objections to the project and supported the proposed buffer area within the 6 m setback along Gilley Road. Some concerns were noted about the alignment of the proposed pedestrian pathway running along the west edge of the development, which would increase the potential amount of pedestrian traffic adjacent to agricultural areas.

Staff reviewed the location of the pedestrian pathway through the site based on AAC concerns and recommend that the public walkway be maintained on the west side of the site for the following reasons:

- Gilley Road provides an existing separation between the development and ALR lands. The road, in conjunction with open ditches on both sides, serves as a significant buffer to discourage potential trespassing onto farmland for pedestrians walking along Gilley Road.
- An existing walkway approximately 100 m west of the subject sites already provides pedestrian access for the single-family residences south of Gilley Road. The provision of a publicly accessible walkway through the development site will potentially reduce the exposure distance between farmland and pedestrians walking along Gilley Road, which will further minimize opportunities to trespass onto agricultural areas.
- The proposed location of the walkway on the west edge of the site is the optimal location to ensure maximum visibility and usage by pedestrians.

Further details about the composition of the walkway and ALR landscape buffer will be determined through the forthcoming Development Permit application, which will also be reviewed by the AAC.

## **Public Input**

### Correspondence Received

Correspondence identifying questions and concerns about the land use proposal and related impacts is contained in **Attachment 5**. Throughout the processing of the rezoning application, staff responded to a number of inquiries relating to the status of the application and concerns about site works and preparation activities on the subject properties.



Staff Response to Public Comments

The following are staff responses to concerns raised in the received correspondence:

- **Land use issues and growth** – The subject site is located in an area where residential redevelopment has been approved in accordance with the density and unit/per acre figures identified in the Lower Westminster portion of the Hamilton Sub Area Plan.
- **Routing of traffic through single-family residential neighbourhood** – The proponent has submitted a Traffic Impact Assessment in relation to the rezoning application, which has also been reviewed and approved by the Transportation Division.

The assessment concluded that the proposed access (from the newly constructed Rathburn Drive/Turner Street) and surrounding road network is sufficient to accommodate the townhouse development.

Concerns were also noted about the intersection at McLean Avenue and Westminster Highway, which is one of the access/egress points to and from the neighbourhood and townhouse site. The signal at McLean Avenue and Westminster Highway was recently upgraded to a fully signalized intersection to minimize queuing along McLean Avenue and improve traffic improvements in and out of the neighbourhood.

- **Gilley Road (Access, parking and pedestrian walkway)** – Concerns were noted about use of Gilley Road as an access and parking to the townhouse development. The vehicle access will be from the south of the subject site through the newly constructed Rathburn Drive and Turner Street. Vehicles will not travel down Gilley Road to access the townhouse site. The subject development also has 7 on-site visitor parking stalls, which complies with City requirements.

A pedestrian pathway will be provided along the Gilley Road frontage that connects to the north-south pathway located on the west side of the site. These works will facilitate improved pedestrian infrastructure for travel from the single-family residential neighbourhood and townhouse site to the commercial shopping centre, community centre and elementary school located on the east side of Gilley Road/Westminster Highway intersection.

- **Forthcoming Construction Activities** – Concerns were also noted about the impact of construction activities, geo-technical issues, site preparation and construction related traffic.

In relation to concerns about vibrations and related impacts to surrounding properties due to construction activities associated with site foundation work, the proponent has consulted a geotechnical engineer. There is a significant drop in elevation (approximately 2.5m) from the grades of Rathburn Drive at the southern portion of the site to Gilley Road to the north. As a result, the overall development plan utilizes the existing grade difference to minimize significant modifications to the subject site's elevation. The proponent has indicated that the foundation for the townhouses will involve a concrete base poured over piles. To address these concerns, the applicant has indicated that piling activities will be monitored by a geotechnical

consultant who will also work with concerned neighbours to set up appropriate sensors. Depending on vibration generated from construction activities, measures can be taken to minimize impact (i.e., pre-auger pile holes).

Neighbourhood residents also noted concerns related to the condition of properties and site preparation activities that occurred through the processing of the rezoning application. In 2007, the applicant obtained the necessary permits to demolish the existing three single-family dwellings on the subject site due to site security, vandalism and trespassing.

Construction traffic and parking will be addressed through the "Traffic and Parking Plan During Construction" plan that is required to be submitted and approved to the Transportation Division prior to issuance of the building permit. This plan will address construction parking, deliveries and loading along with any requested road closures.

### **Examination of Issues and Analysis**

#### Land Use Adjacency

The surrounding land uses consist of a mix of single-family dwellings and townhouses. Public road setbacks along Gilley Road and Rathburn Drive (to be constructed) will be a minimum of 6 m, which is consistent with surrounding residential developments. Side and rear yard setbacks throughout the townhouse site range from 3 m (for side yard adjacencies) and 4.5 m (for rear yards), which provide sufficient setbacks to neighbouring sites.

#### Transportation

The project will facilitate the completion and connection of Rathburn Drive to Turner Street, which will also be the primary vehicle access to the townhouse development site at the south end of the property. A Traffic Impact Assessment was submitted and approved by the Transportation Division in support of the townhouse development that concluded that the existing surrounding road network was sufficient to accommodate traffic generated by the project.

The townhouse project provides two parking stalls for each townhouse unit with a total of 7 visitor parking stalls, which complies with zoning bylaw requirements. 70 parking stalls are proposed in tandem arrangement, which will require a variance to be reviewed through the Development Permit. A restrictive covenant to ensure that tandem parking spaces are not converted to living spaces is required to be registered on title as a rezoning consideration. The internal drive-aisle is arranged to accommodate loading and fire-truck turning movements throughout the townhouse project.

#### Road Improvements

Completion and connection of Rathburn Drive and Turner Street will also be facilitated through this project. The southern portion (approximately 12.2m wide) of 22560 and 22600 Gilley Road will be dedicated to allow for construction of the necessary road works. The dedication and works will facilitate completion of a municipal standard road within a 17 m wide road right-of-way (8.5 m paved road, curb and gutter, 1.5 m sidewalk and related City services). The design and construction of the road works will be through the City's standard servicing agreement. No Development Cost Charge (DCC) credits are applicable to the identified road works. Land dedication and roadwork construction (through a Servicing Agreement) are rezoning



considerations to be completed as part of this development (**Attachment 6** – Consolidated list of Rezoning Considerations)

An undeveloped road end currently exists adjacent to the southeast corner of the subject site. This road end is not required for the connection of Rathburn Drive or Turner Street or for the extension of the street further to the east. Upon redevelopment, dedication and roadwork associated with the subject site, this dedicated road end will remain with the potential to develop into a single-family dwelling (currently zoned RS1/B). If initiated in the future, disposition of this dedicated road end will be undertaken by the Real Estate Services Division in accordance with the applicable Council process.

### Pedestrian Improvements

#### *North-South Public Walkway*

A public pedestrian pathway on the west side of the development site is being secured through a public rights-of-passage (PROP) statutory right-of-way (ROW) to facilitate the implementation of a north-south walkway connecting Rathburn Drive with Gilley Road. The public rights-of-passage statutory right-of-way will be 4.5 m wide and secured as a rezoning consideration. Implementation and construction of the public walkway will be through a Servicing Agreement (secured as a rezoning consideration). The walkway design will consist of a minimum 2.5 m wide hard surface pathway with landscape buffering on each side. The public right-of-passage statutory right-of-way will be required to be registered with Land Titles to allow public access for pedestrians, cyclists, scooters, wheelchairs (motorized and non-motorized) and similar types of non-vehicle related means of transport. The agreement will also specify that the maintenance of the surrounding landscaping and related elements (i.e., fencing) along with general upkeep of the walkway (i.e., snow, ice, debris removal; walkway upkeep in a safe condition) will be by the future strata corporation. The City will maintain the hard surface portion of the walkway.

#### *Public Walkway – Gilley Road*

Works along the subject site's Gilley Road frontage are also proposed as part of this development proposal to improve pedestrian related infrastructure. Establishment of a separated pedestrian walkway along Gilley Road will connect to the public north-south running walkway through the development site. Pedestrian related upgrades along Gilley will facilitate improved movements to the area east of Gilley Road/Westminster Highway intersection, which is a focus of commercial, community and school activities for the Hamilton Area.

Along the subject site's frontage, works will involve development of a 1.5 m wide asphalt walkway on the south side of Gilley Road, which will be separated from traffic by an appropriate concrete extruded curb. These works are contained within the City's existing road allowance and will be completed through a Servicing Agreement. When the area to the west of the subject properties redevelop, the remainder of the pedestrian walkway works along Gilley Road to the intersection at Westminster Highway will be implemented.

### Engineering Capacity Analysis

Engineering capacity analyses have been completed and approved for City storm, water and sanitary sewer systems. Based on the findings capacity analyses, existing City systems have sufficient capacity to accommodate the proposed development. All works to tie-in to City storm, water and sanitary systems are required to be done in accordance with the approved capacity analysis.

Flood Construction Level

The Flood Construction Level is 3.5 m on the subject site. As a result, a Flood Plain Covenant is required to be registered on title that identifies a minimum Flood Construction Level of 3.5 m.

Servicing Agreement

Completion and approval of a Servicing Agreement is a rezoning consideration attached to the project. This servicing agreement will address works associated with the design and construction of:

- Roadwork associated with the Rathburn Drive and Turner Street connection.
- A 4.5 m wide public pedestrian pathway along the development site's west property line (with appropriate culvert crossing).
- A 1.5 m wide separated public pedestrian walkway along the south side of Gilley Road.
- Removal of any existing driveway culvert crossings along the subject site's Gilley Road frontage.
- Installation of an oil and grit sump infrastructure associated with the on-site drainage system to filter storm water from the development site.
- Any additional RMA mitigation and enhancement works based on the review by the appropriate professional consultant and conditions associated with environmental and Department of Fisheries and Oceans approval.

ALR Landscape Buffer

A landscape buffer is proposed along the subject site's Gilley Road frontage as a result of the ALR adjacency to the northwest. A more detailed landscape buffer scheme will be developed through the forthcoming Development Permit application. As a condition of rezoning, a restrictive covenant will be registered on title that indicates landscaping implemented along the north side of the development site's Gilley Road frontage cannot be removed or modified without City approval. The covenant would identify that the landscape planting is intended to be a buffer to mitigate the impacts of noise, dust and odour generated from typical farm activities. A 6 m setback along Gilley Road enables sufficient space to implement the necessary landscape buffer.

Tree Retention and Removal

A tree survey and accompanying arborist report was submitted and reviewed by City staff. A summary of tree removal and retention is provided in the following table:

	Total number of trees	Trees to be retained	Compensation required	Comments
<b>On-site bylaw sized trees</b>	17	0	34 trees	<ul style="list-style-type: none"> <li>• All on-site trees to be removed have been recommended for removal by the consulting arborist.</li> <li>• 6 trees recommended for removal have been identified in poor health and not</li> </ul>



				suitable for retention. <ul style="list-style-type: none"> <li>11 trees recommended for removal have been identified in poor health and within the proposed building locations.</li> </ul>
<b>Off-site Trees (Gilley Road)</b>	8	TBD	TBD	Trees within City road allowance also within RMA. To be reviewed through Development Permit and Servicing Agreement application.
<b>Off-site Trees (Neighbouring lots)</b>	Cedar hedgerow	To be retained	N/A	Tree protection zone fencing to be installed

Based on the condition of trees, supporting arborist report and overall site plan, a majority of on-site trees will be removed. A total of 34 trees will need to be replanted for compensation. A preliminary landscape plan has been submitted to indicate that the minimum number of compensation trees can be accommodated within the development site. Review and finalization of the landscape plan will be undertaken in the forthcoming Development Permit application.

#### Affordable Housing

The subject rezoning was submitted in 2006 prior to the approval of the City's current Affordable Housing Strategy in May 2007. As a result, the City's Interim Affordable Housing Strategy applies to the development proposal that requires a voluntary contribution of \$0.60 per square foot of developable density. The developer has agreed to submit a voluntary contribution for cash-in lieu in the amount of \$22,388 based on the provisions of the Interim Affordable Housing Strategy, which will be secured as a rezoning consideration for the subject application.

#### Indoor and Outdoor Amenity Space

An outdoor amenity space is provided in a central location on the development site and meets size requirements based on the number of units in the project. Further design refinement and landscaping details will be reviewed through the forthcoming Development Permit application.

A voluntary contribution has been agreed to by the developer to provide cash-in-lieu of dedicated indoor amenity space. The contribution is based on \$1,000 per unit (\$35,000 total contribution based on 35 units). The voluntary contribution is being secured as a rezoning consideration.

#### Public Art Program

The developer has agreed to a voluntary contribution to the City's Public Art Fund. The contribution is based on \$0.60 per square foot of developable density (\$22,388 total contribution). The voluntary contribution is being secured as a rezoning consideration.

#### **Development Permit Application**

A Development Permit application will be required to undertake a review of the overall architectural form and character of the project, landscaping and urban design. The Development Permit application is required to be processed to a satisfactory level to fulfil the rezoning considerations attached to the proposal.

Specific issues for this project to be examined through the Development Permit application are as follows:

- Finalized design of the ALR landscape buffer along Gilley Road.
- Finalized design of the public walkway running along the west edge of the site.
- Opportunities to implement measures to improve sustainability (i.e., permeable pavers, native plantings, enhancements to the RMA).
- Minor variances for any proposed building projections into setbacks.
- Environmental and Department of Fisheries and Oceans approval for works within RMA and recommended mitigation/enhancement measures.

### **Financial Impact or Economic Impact**

None.

### **Conclusion**

The application to rezone 22560, 22600 and 22620 Gilley Road to permit the development of 35 townhouse units complies with the OCP land use designation for the area and is similar to other forms of multi-family housing in the Hamilton Area. Staff recommend support of the rezoning application.

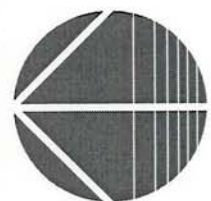
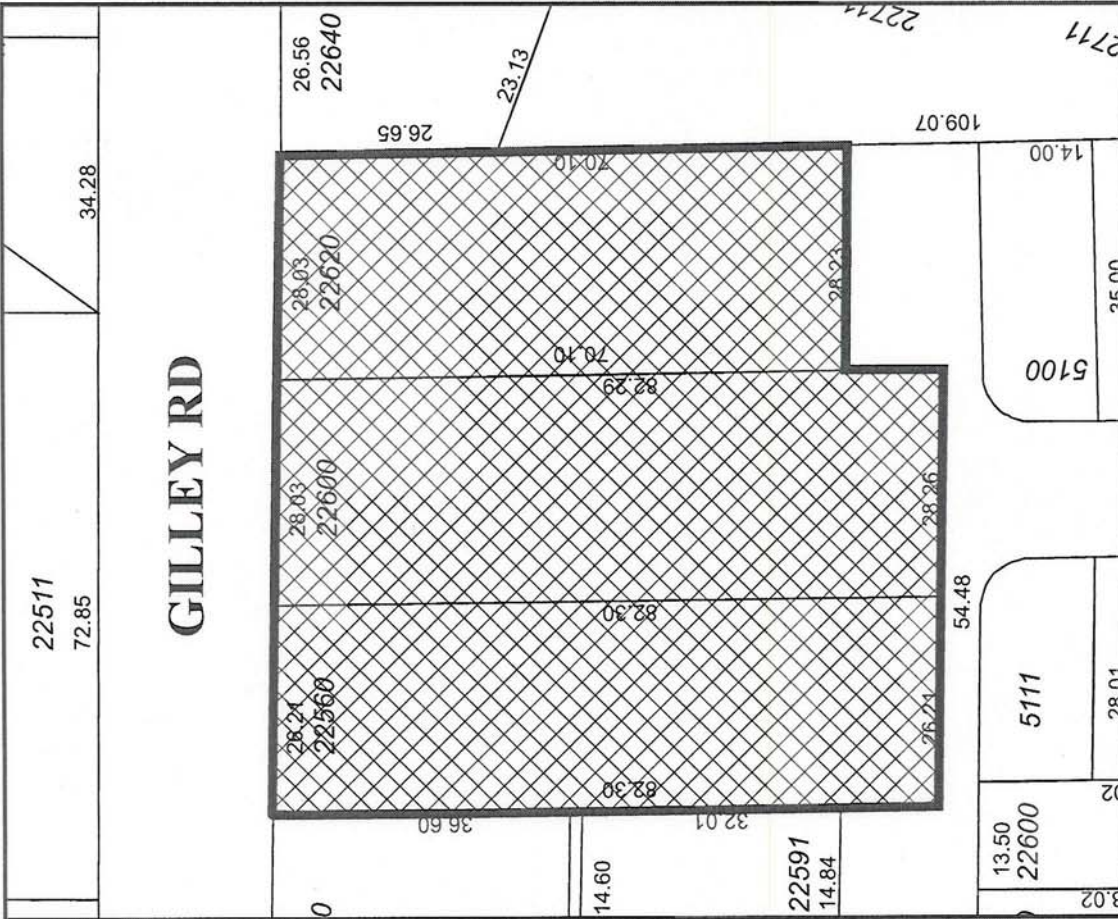
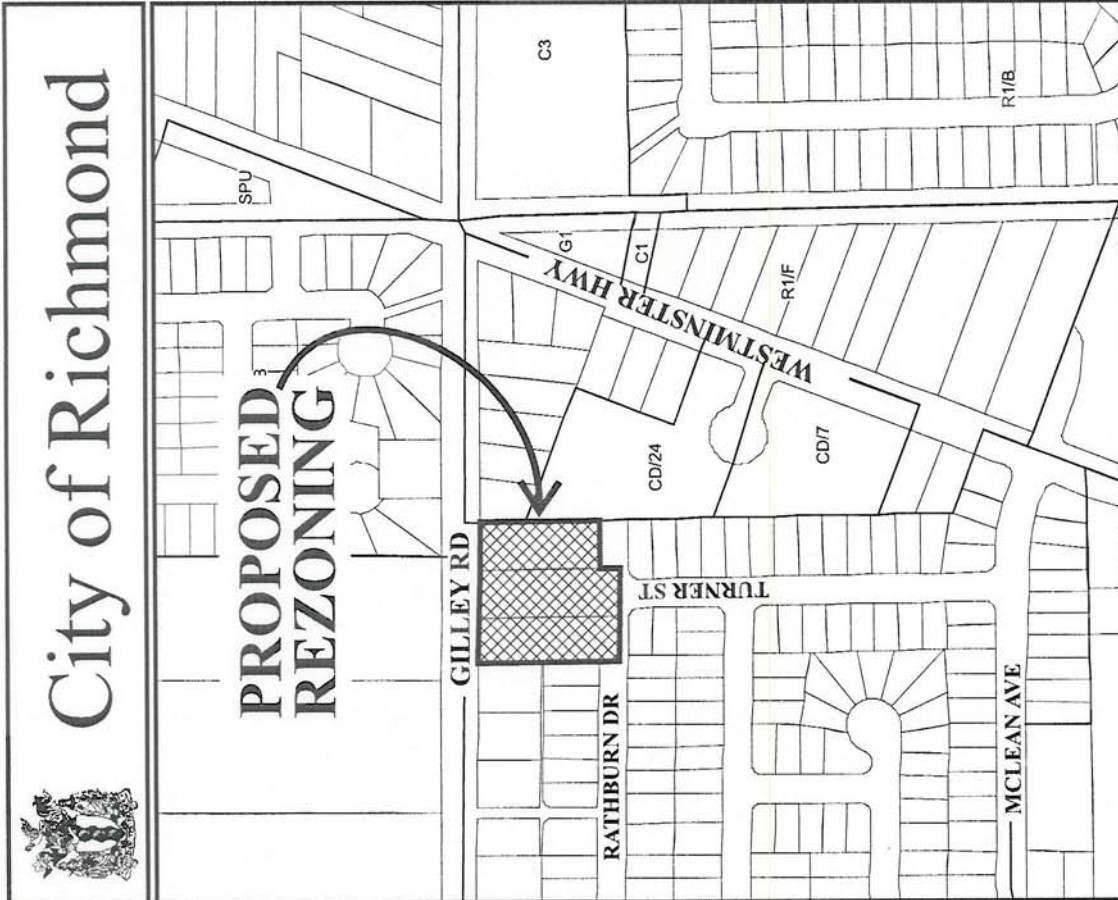


Kevin Eng  
Planner 1

KE:cas

- Attachment 1: Location Map and Air Photo
- Attachment 2: Conceptual Development and Landscape Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Hamilton – Lower Westminster Sub Area Plan
- Attachment 5: Public Correspondence
- Attachment 6: Rezoning Considerations Concurrence

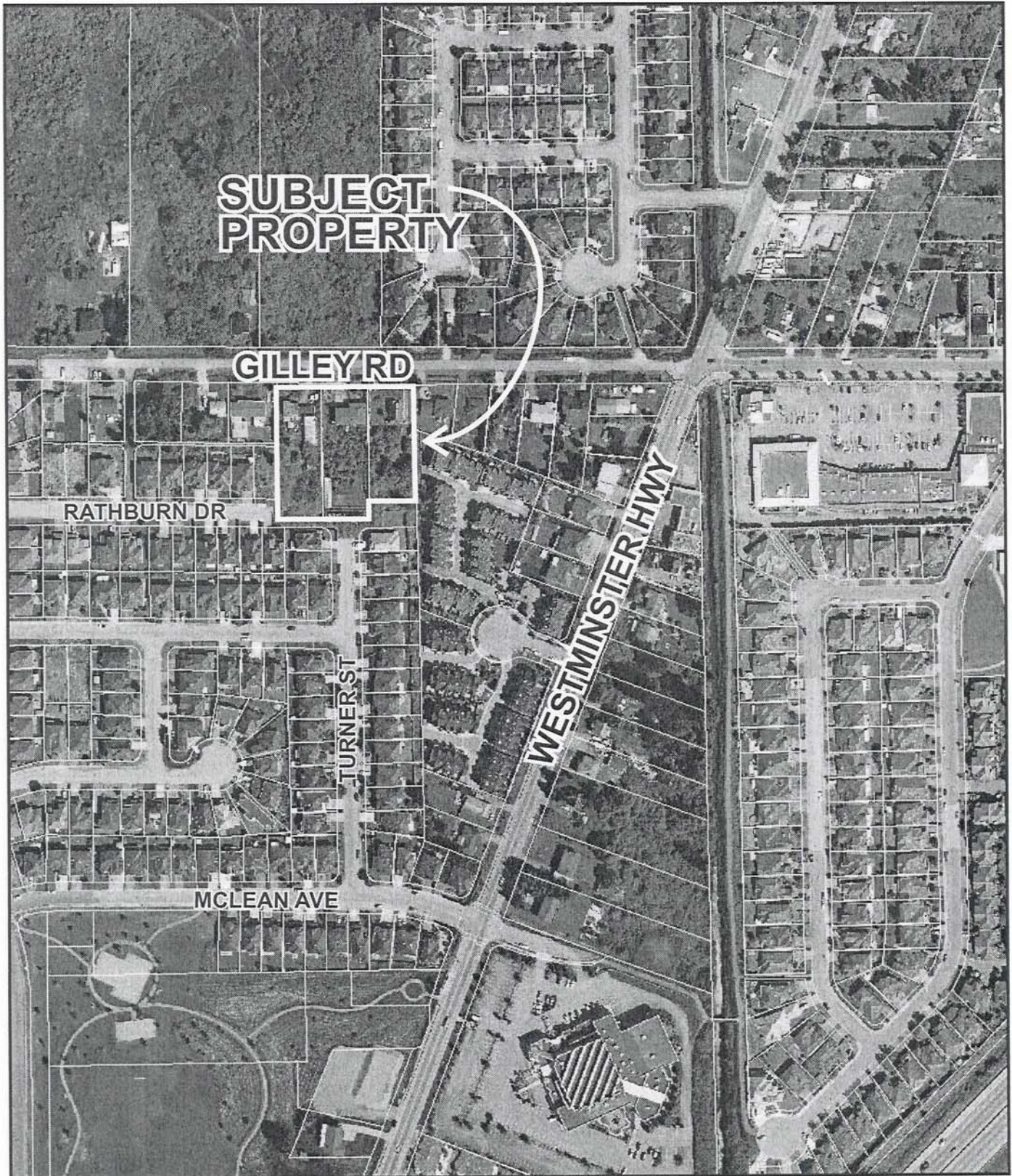




RZ 06-344606

Original Date: 08/23/06  
Revision Date: 03/02/11  
Note: Dimensions are in METRES





RZ 06-344606

Original Date: 08/23/06

Amended Date: 03/02/11

Note: Dimensions are in METRES





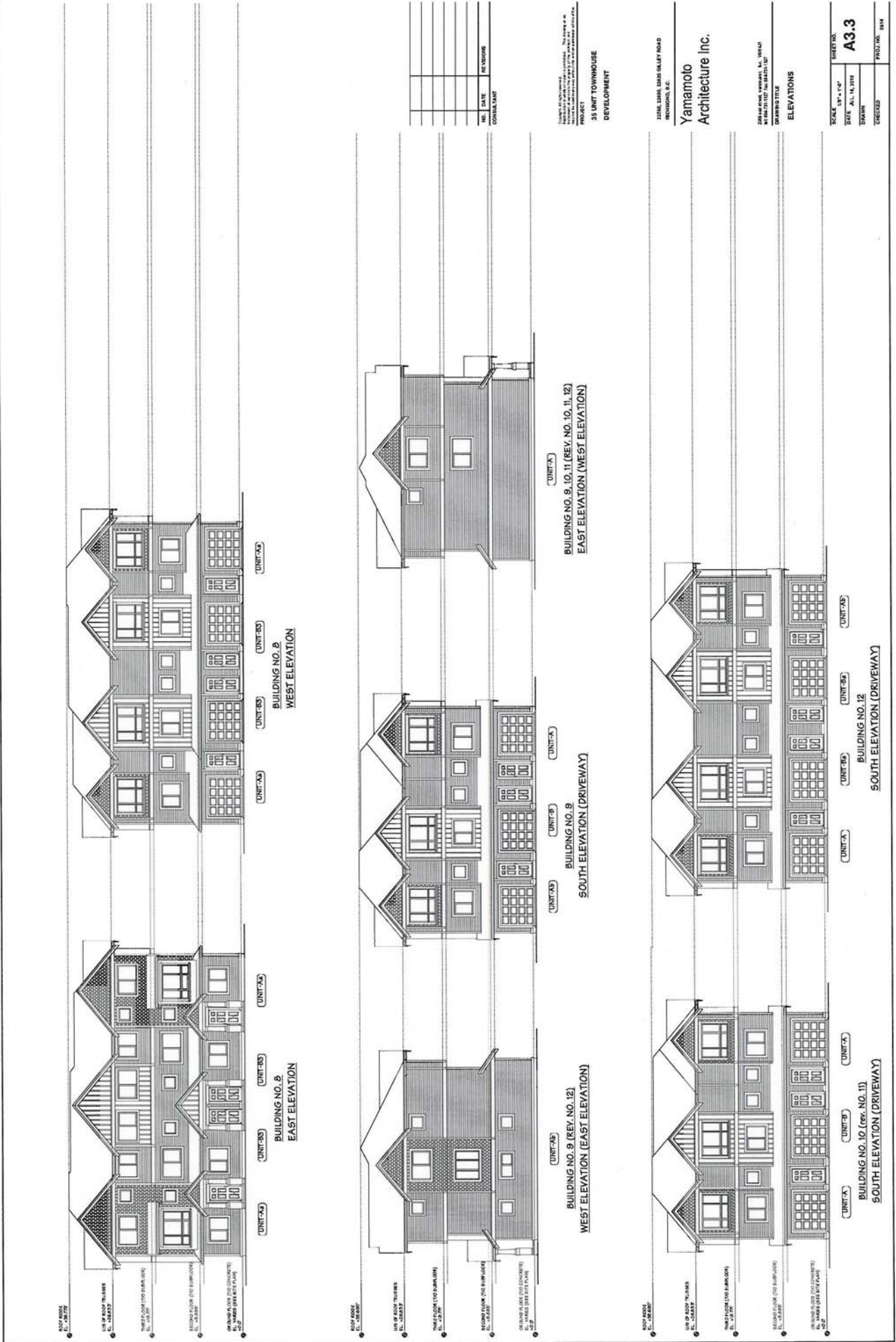
















Nov. 23, 2010: hard- and soft-shell details modified for CIP.

Nov. 1, 2010: Sloo & Hard-arch module PKY area adjusted for CIP.

July 24, 2007: Viscous flow area increased for flooring.

June 19, 2007: increased for flooring.

REVISIONS: 7/19/07



**& ASSOCIATES**  
Landscape Architects  
3180 Hunt Street  
Richmond, BC V7E 2L4  
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Facsimile: (604) 275 4836  
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Project:

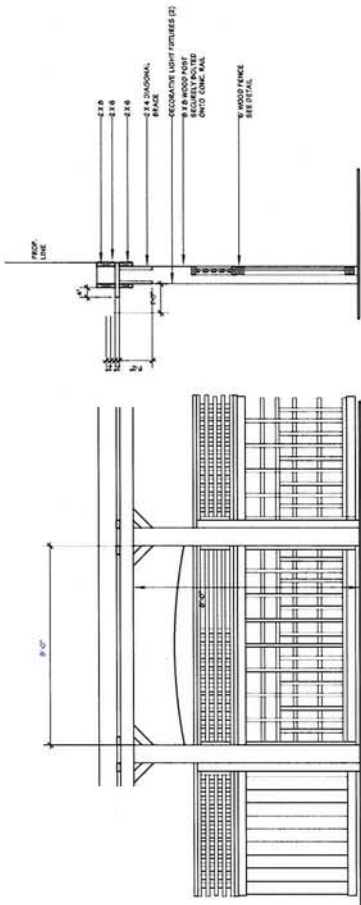
22560, 22600, 22620  
GILLEY ROAD  
RICHMOND, B.C.

Granting Tolls

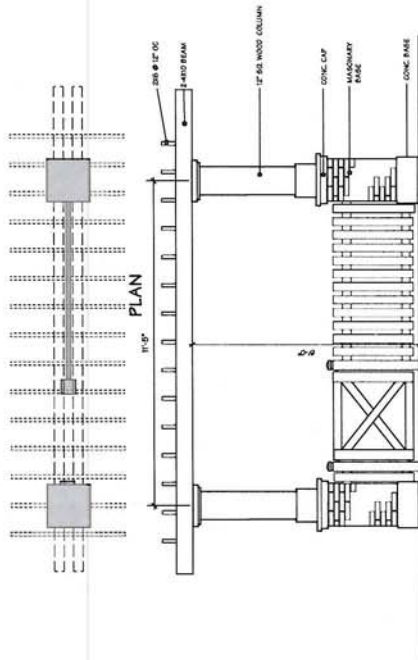
DETAIL PLAN

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Date	June 12, 2007
Job	10L26
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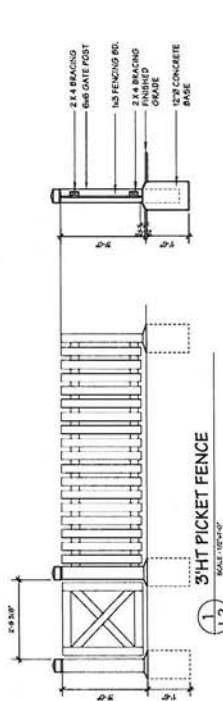
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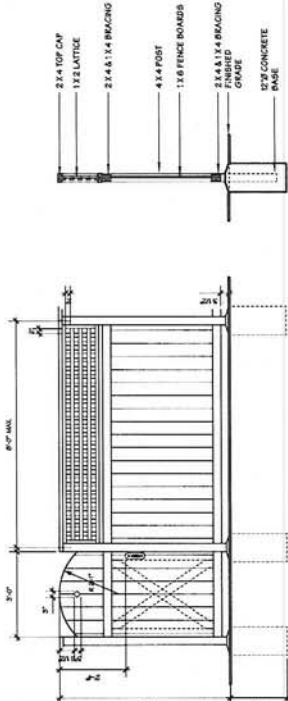
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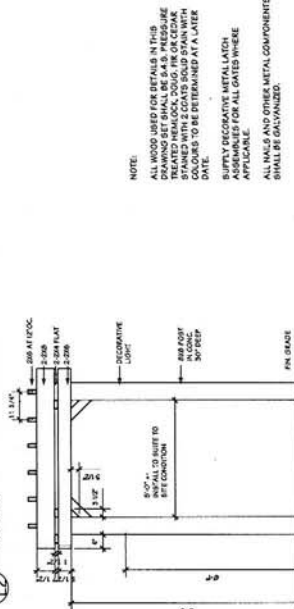
# PLAN



① 3'HT PICKET FENCE



6'HT WOOD FENCE



3 ARBOUR/GATE

NOTE:  
ALL WOOD USED FOR DETAILS IN THIS DRAWING SET SHALL BE S4S, PRESSURE TREATED HEMLOCK, DOUG. OR CEDAR STAINED WITH 2 COATS SOLID STAIN WITH COLOURS TO BE DETERMINED AT A LATER DATE.  
SUPPLY DECORATIVE METAL LATCH ASSEMBLIES FOR ALL GATES WHERE APPLICABLE.  
ALL NAILS AND OTHER METAL COMPONENTS SHALL BE GALVANIZED.

5 ARBOUR/GATE AT AMENITY AREA



## City of Richmond

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

## Development Application Data Sheet

**RZ 06-344606**

**Attachment 3**

Address: 22560, 22600 and 22620 Gilley Road

Applicant: Kaiman Enterprises Company Ltd.

Planning Area(s): Hamilton Sub Area Plan – Lower Westminster

	Existing	Proposed
<b>Owner:</b>	Kaiman Enterprises Ltd.	No change
<b>Site Size (m<sup>2</sup>):</b>	6,441 m <sup>2</sup> for combined three properties	5,776 m <sup>2</sup> (consolidated lots minus road dedications)
<b>Land Uses:</b>	Single-family zoned lots – vacant	Low-density townhouses
<b>OCP Area Plan Designation:</b>	Small and Large Lots Single-Family Residential; Two Family Residential; Townhouse Residential; & Institutional	<ul style="list-style-type: none"> <li>Complies with Townhouse Residential.</li> <li>Complies with 25 units per acre maximum</li> </ul>
<b>Zoning:</b>	Single-Detached (RS1/B)	Town Housing Hamilton (ZT11)
<b>Number of Units:</b>	N/A – Vacant	35 units
<b>Other Designations:</b>	Riparian Management Area – 5m along Gilley Road frontage	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	25 upa identified in Hamilton Area Plan – Lower Westminster	24 upa	none permitted
Floor Area Ratio:	Max. 0.6 FAR	0.6 FAR	none permitted
Lot Coverage – Building:	Max. 35%	33%	none
Setback – Gilley Road Front Yard (m):	Min. 6 m	6 m	none
Setback – Rathburn Drive Front Yard (m):	Min. 6 m	6 m	none
Setback – Side & Rear Yards (m): West	None	4.5 m	none
Setback – Side & Rear Yards (m): East	None	3 m	none
Height (m):	10.6 m	9.73 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	70 (R) and 7 (V) per unit	70 (R) and 7 (V) per unit	none

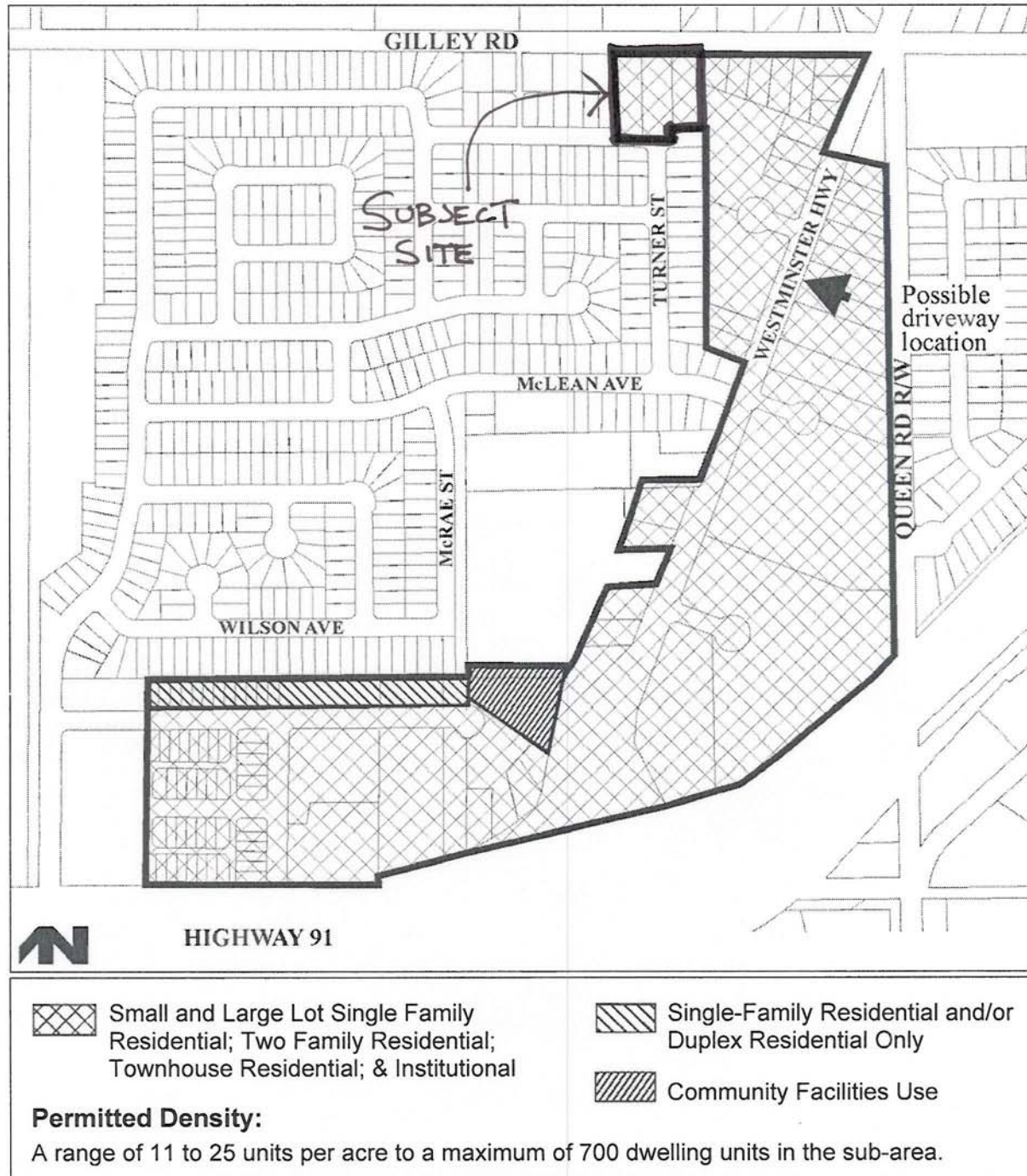


On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	not permitted	35 stalls parked in tandem	variance requested
Amenity Space – Indoor:	n/a	Cash-in-lieu	none
Amenity Space – Outdoor:	6 m <sup>2</sup> per unit	212 m <sup>2</sup>	none

Other: N/A

City of Richmond

## Lower Westminster Sub-Area Land Use Map

Bylaw 7561  
2007/06/25



## PUBLIC CORRESPONDENCE

Eng, Kevin

ATTACHMENT 5

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**From:** Eng, Kevin  
**Sent:** Thursday, 25 October 2007 10:38 AM  
**To:** 'GEOFF AND CARRIE MURRAY'  
**Subject:** RE: proposed townhouse development on Gilley

Hi Carrie,

Just to let you know that your written submission has been received. Thanks very much for taking the time to outline and identify your concerns.

Regards,  
**Kevin Eng**  
*Policy Planning*  
Ph: (604) 247-4626  
Fx: (604) 276-4052  
[keng@richmond.ca](mailto:keng@richmond.ca)  
6911 No. 3 Road  
Richmond, B.C. V6Y 2C1

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**From:** GEOFF AND CARRIE MURRAY [<mailto:murraygc@shaw.ca>]  
**Sent:** Wednesday, 24 October 2007 5:29 PM  
**To:** Eng, Kevin  
**Cc:** [murraygc@shaw.ca](mailto:murraygc@shaw.ca)  
**Subject:** proposed townhouse development on Gilley

Hi Kevin,

Thank you very much for answering my inquiries regarding the proposed development of the townhouses on the three lots on Gilley (22000 block). As a resident of Hamilton since 1994, I have seen much growth in the community. It is inevitable that the old homes on Gilley will be redeveloped into town homes, and I believe that this one proposed town house development will just lead to more development on Gilley later.

My concern is regarding the road access from this new development. I understand from our conversation that there is no access for this new development from Gilley. The only access is onto Rathburn and then through to Turner and then onto McLean and Westminster Hwy.

My have two main concerns over this access plan. The first is the volume of traffic on Mclean during rush hour. In the last three town hall meetings that I have attended in Hamilton in the last few years, traffic concerns were raised each time. We have asked for the light on McLean and Westminster Hwy to be upgraded since it is main way in and out of the subdivision but our request was turned down since Westminster Hwy is a jointly funded road.

Every morning during rush hour especially on a raining days between around 8:25 - 8:50, cars are lined up all the way up on McLean to McLean Park as well as down Turner to McClinton as parents are trying to get their kids to Hamilton Elementary. It is not unusual to see a parent send his child to jump out of the car and press the pedestrian cross walk button to change the light. It is often very dangerous as there are cars lined up with ones trying to turn left and ones trying to turn right onto Westminster Hwy. The

kid has to weave through the cars lined up to turn right and jump back into his car that is lined up on the left before the light changes. This is just an accident waiting to happen. Owners that have their driveway fronting on McLean as well as Turner often cannot even get out of their driveway during this rush.

My second concern over this new subdivision has to do with emergency access. There really is only two exits out of West Hamilton onto Westminster Hwy, one is through McLean and the other is in front of the new Fire Hall by old Westminster. The one by the Fire Hall is not often used as it is a longer route and there is no light at that intersection. If there is a problem on McLean, all traffic would be routed in front of the Fire Hall and it could potentially block emergency access.

If the City plans to approve town homes (this current plan and future others) to be developed on Gilley, I believe that we really need to ensure that there is access from Gilley and not depend on the routing through the traffic in existing communities. There is only one exit out of Fraserbanks (ie north side of Gilley) any development on the north side of Gilley would impact that community significantly. Any development on the south side of Gilley would add to the traffic problems on McLean.

Please feel free to direct my concerns to those who are evaluating this new development proposal. I would also like to be kept informed as to when the public hearing would be for this development.

Thank you very much for your time and patience in this matter.

Carrie Murray  
(604)528-6280  
22500 McClinton Ave  
[murraygc@shaw.ca](mailto:murraygc@shaw.ca)



**Eng, Kevin**

---

**From:** John Kaplan [johnkaplan@fundraisingmagic.com]  
**Sent:** Tuesday, 12 December 2006 11:39 AM  
**To:** Eng, Kevin  
**Subject:** Re: Townhouse Proposal at 22560/22600/22620 Gilley Road (RZ 06-344606)

Dear Mr Eng,

Our neighbours, Wendy and George Walker have expressed concerns in regards to the proposed Townhouse development at 22560/22600/22620 Gilley Road (RZ 06-344606) and we would like you to know that we very much share these concerns.

Our home at 22611 Gilley Rd faces this proposed development. We are one of the original properties in this area, meaning that we are not raised and are on septic.

As such, we have real concerns over what impact the building process of such a development may have to our property, buildings and septic system. These concerns range from physical damage to the impact of traffic flow, construction noise and pollution.

Beyond that, we note from the site plan prepared by tomizo yamamoto architect inc. that there are no fewer than 14 pedestrian access lanes directly to Gilley, 13 of which emanate from each of the 13 units along Gilley, and one of which extends through the entire townhouse complex.

The potential for additional parking of vehicles along Gilley by townhouse residents and their guests is obvious, and as Gilley is a very narrow road bordered by ditches, (with no proper cul-de-sac turn-around) this is an element of major concern.

We would like to be notified about forthcoming meeting dates and how these concerns may be addressed.

Sincerely,

John + Heather Kaplan  
22611 Gilley Rd  
Richmond BC V6V 1E5  
P: 604-521-0031

George & Wendy Walker

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

**To:** Kevin Eng – Planner  
City of Richmond Planning & Development Department  
**CC:** Mayor Malcom Brodie  
Cynthia Chen & Richmond City Council  
**From:** Wendy & George Walker  
**Date:** 08/11/2006  
**Re:** RZ 06-344606 for 36 Units at 22560, 22600 & 22620 Gilley Road

pc: Director, Development  
for reply and for  
attachment to Staff  
report to Planning  
Committee  
(Note: Acknowledgement letter  
sent via email)  
-/105-20-2006-344606

We are writing due to serious concerns about the impact of the above development on our neighbourhood at large. Despite several phone calls, we have been unable to get answers to our questions and concerns about this particular development. The questions and concerns we would like to have addressed are:

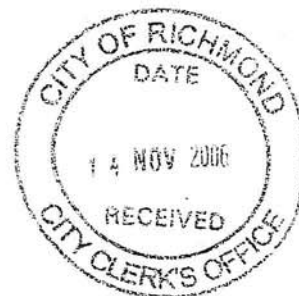
- If this application is approved, where will the access be for preparation of the site and subsequent building? Will it be off of Gilley, Turner, Rathburn or a combination?
- What plans are in place for access to homes by local residents during the actual building process? The recent preloading of developments off Westminster Highway caused considerable traffic back up at times and this is a much wider road.
- Upon completion, where would the access to this new development be off Gilley, Turner or Rathburn?
- When is decision likely to be made or is it a "done deal"?

PHOTOCOPIED

NOV 15 2006

glin  
& DISTRIBUTED

4525 Fraserbank Place, Richmond, B.C. V6V-2L8  
Phone: 604/521-4803 Email: wgwalker@shaw.ca





- There are concerns about the structural integrity of the retaining walls in the surrounding newer developments. Please address the validity of these. When heavy machinery was recently brought in to clear 5 acres at 22511 Gilley Road directly across from the proposed development it caused considerable vibrating in our home, which we understand to be because of unstable soil conditions in this area. Our subdivision, which backs on to Gilley Road, has been preloaded and the ground level raised above the older Gilley Road homes by way of retaining walls. The Turner and Rathburn Street homes on the other side of the proposed new development are the same.
- What about the older homes on Gilley that are on septic and below sea level? It is likely that these homes will be subject to possible structural and flooding problems especially with the increased rainfall.
- Will there be compensation by the developer or City of Richmond should damages to existing homes occur in the process? Based on advice sought, we have been advised to take pictures of our home both inside and out prior to any preparation work or building beginning.
- Gilley is a narrow road with large ditches on both sides; no sidewalks or proper shoulders and is also a dead end street. is used extensively by pedestrians from the large subdivision on the south side as their main means of access into the community. If this project goes ahead, what plans will be made for access and the safety of the pedestrians and motorists on Gilley?
- What additional services is the City of Richmond planning for Hamilton with this next wave of growth?

I would like to refer to a Town Hall Meeting held February 22<sup>nd</sup> at the Hamilton Community Centre in East Richmond. There were numerous representatives from the City of Richmond including Mayor Malcolm Brodie. One message that came across loud and clear from residents as it had at all previous Town Hall Meetings was the continued development of housing in Hamilton without any additional services for the residents of this neighbourhood. Of particular concern were higher density town houses.

**4525 Fraserbank Place, Richmond, B.C. V6V-2L8**  
**Phone: 604/521-4803 Email: wgwalker@shaw.ca**



## City of Richmond

6911 No.3 Road, Richmond, BC V6Y 2C1

Telephone (604) 276-4000

www.city.richmond.bc.ca

CITY RESPONSE TO  
CORRESPONDENCE FROM W+G. WALKER.

December 6, 2006  
File: RZ 06-344606

Planning and Development Department  
Fax: 604-276-4052

Wendy & George Walker  
4525 Fraserbank Place  
Richmond, BC V6V 2L8

Dear Wendy and George Walker:

**Re: 22560/22600/22620 Gilley Road - Proposed 36 Unit Townhouse Application**

This letter is in response to correspondence submitted and received by the City Clerk via email on November 14, 2006 and provides information on the following:

- Provide background information on the Hamilton Sub Area Plan.
- Status update on the rezoning application.
- Answer specific questions on the development raised in your letter.
- Upcoming processes for the rezoning application

I have also attached a preliminary site plan that has been submitted as part of the rezoning application. Please note that this site plan is not finalized and is subject to revisions based on comments from the general public, City staff and Richmond City Council.

**Growth Management and the Hamilton Sub Area Plan**

Land use planning and future development in this area is outlined in the Hamilton Sub Area Plan, which is a Council adopted plan that forms part of the Official Community Plan. In particular, residential development in Hamilton is premised on a growth management strategy, which is to be phased in accordance with the implementation of City infrastructure (i.e., roads, sewer, water and drainage) and other related community services (i.e., capacity of Hamilton Elementary School).

The Hamilton Sub Area Plan identified growth in 3 different areas, which are to be phased in conjunction with the implementation of City infrastructure and the capacity of existing schools. The Hamilton Sub Area Plan, which was first adopted by Council in 1995, was the result of consultation amongst neighbourhood residents, the Richmond School District and multiple City Departments. As a result, a land use map for the Lower Westminster Sub-Area within the Hamilton Sub Area was developed and approved. The Lower Westminster Sub Area Plan corresponds with Phase 1 of residential growth in the Hamilton Sub Area, which permits a variety of residential land uses ranging from small and large lot single-family residential to townhouse residential. In consultation with the Richmond School District and neighbourhood, residential densities were identified to range between 11-25 units per acre to a maximum of 700 dwelling units in the Lower Westminster Sub Area. I have attached a copy of the Lower Westminister Sub Area Plan Land Use Map for reference (**Attachment 1**).

  
Island City, by Nature



The proposed townhouse development at 22560, 22600 and 22620 Gilley Road is contained in the Lower Westminster Sub Area. The proposed density and units per acre comply with the residential growth parameters outlined in the adopted land use map.

Development of a more detailed plan for Phase 2 (Boundary/Thompson Road Area) and Phase 3 (North of Gilley Road) needs to occur. For clarification purposes, a map of the Hamilton Sub Area identifying the 3 different growth phases is contained in **Attachment 2**. This planning process will involve consultation with residents, Richmond School District, Hamilton Community Association and various City Departments. Although a range of issues will be dealt with through the planning process, some of the key items to be addressed will be:

- Future land uses and growth potential for Phase 2 and 3.
- Implementation of City infrastructure to adequately service the area based on future land uses and potential growth.
- Ensure that adequate services and school capacity exist to meet the needs of the Hamilton Area.

#### **Rezoning Application Status**

City staff are currently reviewing the rezoning application to obtain comments from City Departments. During this review, staff are also identifying concerns noted from the public on the proposed development.

Two separate applications will be required to be reviewed by staff and then forwarded for Richmond City Council for consideration.

1. Rezoning Application – *Currently being reviewed by City staff.*
2. Development Permit Application – *Has not yet been submitted.*

The rezoning application requires a statutory Public Hearing to be held where comments from the public are considered by City Council.

#### **Addressing Specific Questions (Identified in your email dated November 14, 2006 – Attachment 3)**

*What are the plans for vehicle access during building and construction?*

- A Traffic and Parking Management Plan During Construction will need to be submitted prior to commencement of construction. This plan will need to be reviewed by the City's Transportation Department to minimize impacts on City roads and local residents.

*Where will vehicle access be provided for the townhouse development?*

- The submitted site plan proposes one vehicle access off Rathburn Drive.
- The development will also facilitate the completion of the road network with the establishment of a connection between Rathburn Drive and Turner Street.

*Concerns noted about the integrity of retaining walls in newer developments.*

- All retaining walls must be designed to certain specifications identified by the City. For retaining walls that exceeds one metre in height, a registered professional engineer must undertake the design of the retaining wall.
- Retaining walls are inspected by the City's Building Inspectors.

*Concerns noted about the existing soil conditions and impacts the proposed development may have on existing homes.*

- Impacts of settlement due to activities on properties is a civil matter amongst those properties impacted.

- The developer is responsible for addressing settlement issues that impact surrounding properties (i.e., through the hiring of a professional geotechnical consultant/engineer).
- City staff will be in contact with the applicant to relay your concerns regarding settlement and impacts on surrounding properties.

*Questions about vehicle access to Gilley Road and whether any upgrades are planned to address pedestrian safety.*

- No vehicle access to and from the proposed townhouse site is planned for Gilley Road.
- The City's long-term vision is to limit residential vehicle access to Gilley Road.
- Concerns about pedestrian safety along Gilley Road are noted. Staff will be working with the developer to ensure the site plan addresses pedestrian safety through the design and layout of the proposed townhouse development.

**Upcoming Processes: Rezoning Application**

Staff will be communicating the concerns noted in your letter to the applicant and will be working to address some of the concerns regarding the townhouse proposal through further review of the project. The rezoning application at 22560, 22600 and 22620 Gilley Road will need to proceed to Planning Committee, Council and Public Hearing as part of the statutory process. Staff have not yet determined a date as to when the application will proceed to Council for consideration.

Once a Planning Committee meeting and Public Hearing date are identified, staff will contact you directly to communicate the meeting time and details as well as provide any additional updates.

I hope that this letter has answered some of your questions pertaining to the proposed development and clarified the status of the project. Please feel free to contact me should you have any questions or require additional information. My contact information is listed below.

Yours truly,

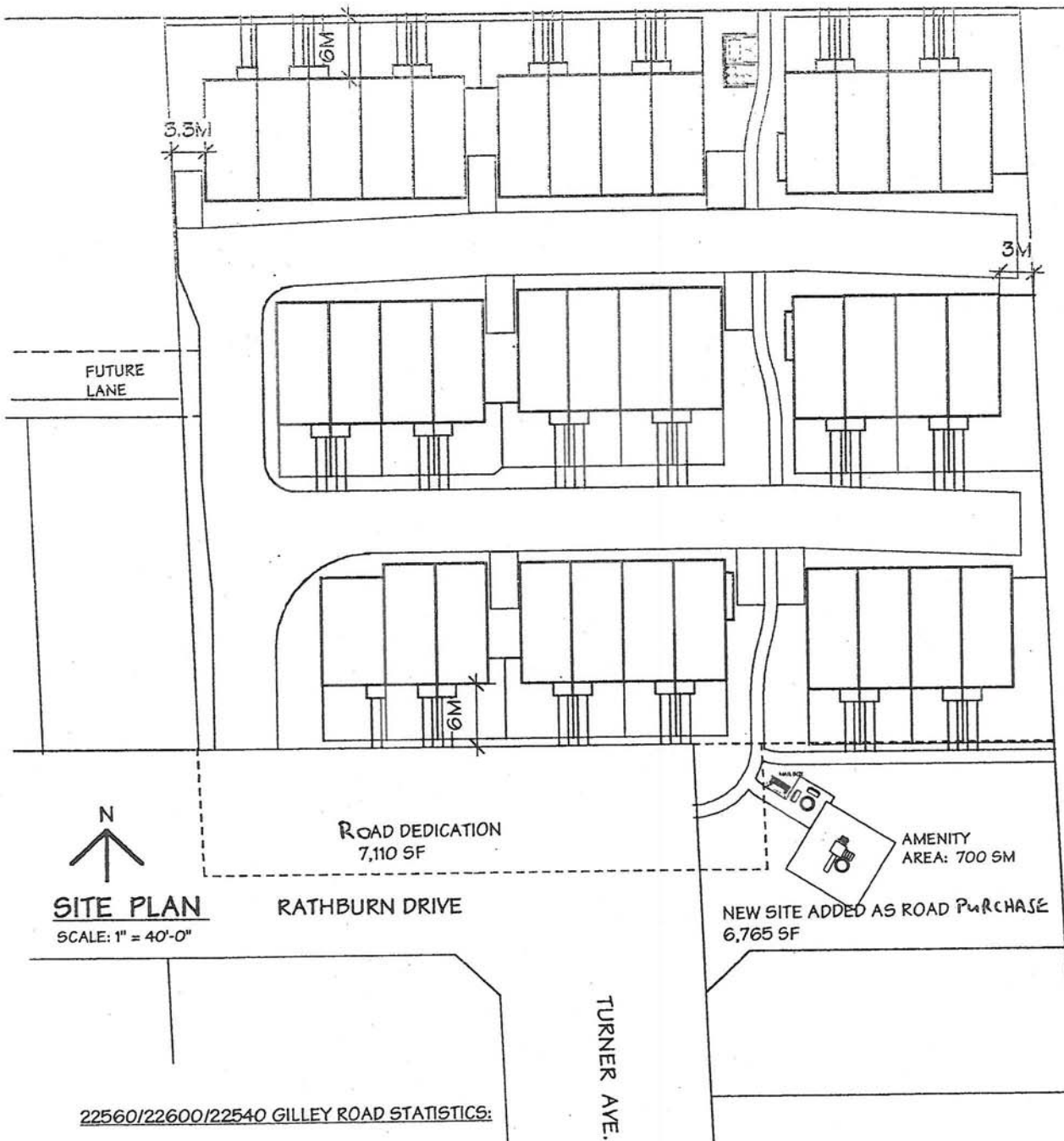


Kevin Eng  
Planner I  
604-247-4626  
keng@richmond.ca

pc: Jean Lamontagne, Director of Development  
Joe Erceg, MCIP, GM, Planning and Development  
Mayor and Council



GILLEY ROAD



**SITE PLAN**

SCALE: 1" = 40'-0"

22560/22600/22540 GILLEY ROAD STATISTICS:

SITE AREA  
BEFORE ROAD DEDICATION/PURCHASE 69,300 SF  
AFTER ROAD DEDICATION/PURCHASE 68,955 SF

SITE COVERAGE PROPOSED = 23,263 SF  
(34 % AFTER ROAD DEDICATION/PURCHASE)

PROPOSED DEVELOPMENT:  
36 UNITS X 1,149 SF = 41,364 SF  
(FAR = 0.6 AFTER ROAD DEDICATION/PURCHASE)

**PARKING**

REQUIRED: 1.7 X 36 UNITS = 62 SPACES  
PROVIDED: 2 X 36 UNITS = 72 SPACES (TANDEM)  
8 SPACES (VISITOR)  
80 SPACES

**AMENITY SPACE**

REQUIRED:  
36 UNITS X 6 SM = 216 SM (2,325 SF)  
PROVIDED: 700 SM (7,552 SF)

#0614

**TOWNHOUSE DEVELOPMENT**  
**22560/22600/22620 GILLEY ROAD**  
**RICHMOND, B.C.**

**DRAFT**

**PLN - 279**

JULY 7, 2006

**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

GILLEY ROAD

FUTURE LANE

RATHBURN DRIVE

RAD DEDICATION  
7,110 SF

NEW SITE ADDED AS  
ROAD PURCHASE

6,765 SF

TURNER AVE.

3 STOREY  
TOWNHOUSES



CONTEXT PLAN

SCALE: 1" = 60'-0"

#0614

JULY 7, 2006

TOWNHOUSE DEVELOPMENT  
22560/22600/22620 GILLEY ROAD,  
RICHMOND, B.C.

**DRAFT**

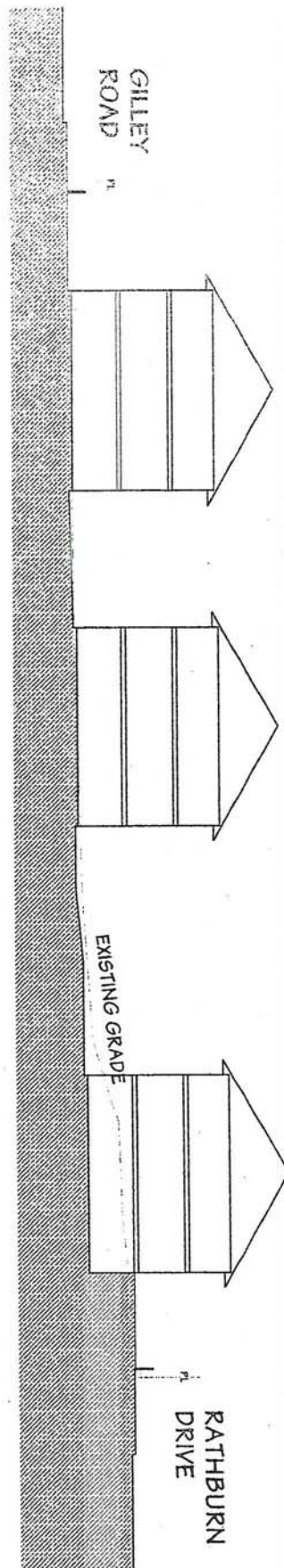
PLN - 280

**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



SITE SECTION



#0614

TOWNHOUSE DEVELOPMENT  
22560/22600/22620 GILLEY ROAD  
RICHMOND, B.C.

**DRAFT**

PLN - 281


JULY 7, 2006


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


City of Richmond

## Lower Westminister Sub-Area Land Use Map

Bylaw 3025  
2006/03/20

 Small and Large Lot Single Family Residential; Two Family Residential; Townhouse Residential; & Institutional

 Single-Family Residential and/or Duplex Residential Only

 Community Facilities Use

**Permitted Density:**

A range of 11 to 25 units per acre to a maximum of 700 dwelling units in the sub-area.



## 3.0 NEIGHBOURHOODS & HOUSING

### 3.1 GROWTH MANAGEMENT

#### ISSUE:

The growth of Hamilton reflects the rapid growth of the Greater Vancouver region. Between 1991 and 2001, Hamilton's population grew from 794 persons to 4,146 persons. This population increase is mainly the result of new development south of Gilley Road in the area known as the Lower Westminster Sub-Area. It is expected that development interest will continue in Hamilton due to forecast regional growth, relatively affordable land prices, and good road accessibility.

Rapid growth in a short space of time can have major impacts on a community. The impact on Hamilton is more pronounced because there are comparatively few community facilities/services and it is somewhat distant from West Richmond, where most of these facilities/services exist.

For a community to be truly livable, residents must have access to as full a range of community facilities/services as possible. These include: schools, recreation, health, library, fire and police. The shortage of these facilities/services was one of the main issues raised by Hamilton residents during the public consultation process. Given that Hamilton is underserved in this regard, the pace of new development should be geared to the corresponding increase in the level of community facilities/services, particularly schools.

#### OBJECTIVE 1:

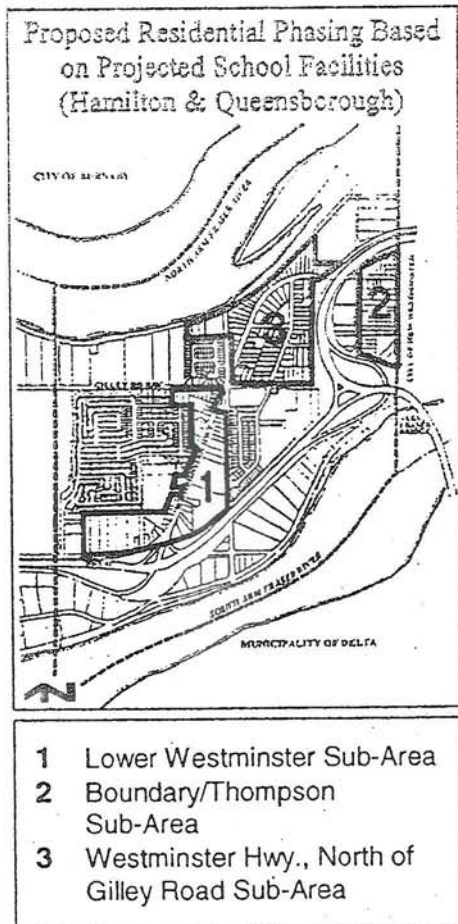
**Ensure that the rate of population growth is consistent with the provision of adequate school and other community facilities/services.**

#### POLICIES:

- a) Phase development to ensure that the projected number of school-aged children can be accommodated within existing or proposed elementary schools in Hamilton or Queensborough (New Westminster);

CONT.





- b) There are three sub-areas with development potential (see adjacent map) and development should proceed in the following order:

Phase 1: Lower Westminster Sub-Area  
(Westminster Highway between Oliver Drive and Gilley Road);

Phase 2: Boundary/Thompson Road Sub-Area;

Phase 3: Westminster Highway, north of Gilley Road Sub-Area;

- c) A detailed development plan should be prepared for each of the three sub-areas or portion thereof, prior to approving any development. These plans may be prepared under the Section 702 process of the Richmond Zoning and Development Bylaw 5300 or outside this process. In either case, the public should be consulted prior to finalizing the development plan.

## 3.2 HOUSING CHOICE

### ISSUE:



*Single-Family housing development*

Hamilton has traditionally been a family-oriented community and recent trends confirm the continuance of this orientation. Since Hamilton contains some of the City's more affordable residential land prices, it should continue to attract young family home buyers over the next few years, as well as young working couples without children. In addition, Census figures indicate the existence of a significant number of households with adult children living at home and households with adults approaching their senior years.

This diversity of household types, together with the concept of enabling people to "age-in-place", suggests that consideration should be given to meeting the housing needs of a growing diversity of household types, age and income levels in Hamilton. This means that the traditional emphasis on single-family dwellings needs to be balanced by the building of more multiple-family dwellings, particularly townhouses.



**Rezoning Considerations**  
**22560, 22600 and 22620 Gilley Road**  
**RZ 06-344606**

Prior to final adoption of Zoning Amendment Bylaw 8750, the developer is required to complete the following:

1. Consolidation of the 3 subject properties into one development parcel.
2. Provide a 12.2 m wide land dedication along the southern most portions of 22560 and 22600 Gilley Road to facilitate a road right-of way with a minimum width of 17 m.
3. Registration on title of a 4.5 m wide public rights-of-passage statutory right-of-way along the consolidated development site's west property line for the purposes of a public pedestrian walkway that includes the following provisions:
  - a. A minimum 2.5 m wide hard surface walkway is to allow public access for pedestrians, cyclists, scooters, wheelchairs (motorized and non-motorized) and similar types of non-vehicle related means of transport.
  - b. Maintenance of the surrounding landscaping and related elements (i.e., fencing) along with general upkeep of the walkway (i.e., snow, ice, debris removal; walkway upkeep in a safe condition) will be by the future strata corporation.
  - c. The City will maintain the hard surface walkway.
4. Submission and approval of a Servicing Agreement\* for the design and construction of the following works (No Development Cost Charge Credits available):
  - a. Rathburn Drive and Turner Street connection – works include, but are not limited to 8.5 m pavement width, curb & gutter on both sides of the road, 1.5 m wide sidewalk and boulevard. Road works are required to match and connect with existing road standard implemented for Rathburn Drive and Turner Street.
  - b. Pedestrian pathway within the 4.5 m wide public rights-of-passage statutory right-of-way running along the west edge of the development to consist of a minimum 2.5 m wide hard-surface pathway and appropriate landscape buffering on each side of the walkway. The design is also required to include a culvert crossing to Gilley Road.
  - c. Pedestrian walkway along the development site's Gilley Road frontage to be located between the road and existing RMA canal (south side). The walkway works are to consist of a minimum 1.5 m wide asphalt walkway separated from the roadway by an appropriate concrete curb. All works are contained in the City's road allowance.
  - d. Removal of all existing culvert crossings along the subject site's Gilley Road frontage.
  - e. Installation of an oil and grit sump infrastructure associated with the on-site drainage system to filter storm water from the development site.
  - f. Additional works may be required in relation to RMA mitigation and enhancement based on the review by the appropriate professional consultant and obtaining required environmental and Department of Fisheries and Oceans approval.

5. Registration on title of a Flood Plain Covenant identifying a minimum Flood Construction Level of 3.5 m.
6. Registration on title of a covenant that restricts the conversion of off-street parking areas to habitable space.
7. Registration on title of a restrictive covenant that prevents the removal or significant modification of the 6 m wide landscape buffer screening along the development site's Gilley Road frontage, which is to be adequately maintained by the property owner for the purposes of mitigating against typical noise, dust and odour activities associated with adjacent agricultural operations.
8. City's acceptance of a voluntary contribution of \$22,388 (\$0.60 per square foot of developable density) to the City's affordable housing fund.
9. City's acceptance of a voluntary contribution of \$22,388 (\$0.60 per square foot of developable density) to the City's public art fund.
10. City's acceptance of a voluntary contribution of \$35,000 (\$1,000 per unit) for cash-in-lieu of on-site indoor amenity space.
11. Approval from the Ministry of Transportation and Infrastructure.
12. Submission and processing of a Development Permit completed to a level deemed acceptable to the Director of Development.

Prior to issuance of the Development Permit\*, the developer is required to complete the following:

1. Engage the necessary professional consultant to obtain appropriate environmental and Department of Fisheries and Oceans approvals for works within the RMA and any related mitigation/enhancement measures.
2. Submission of a letter of credit for the appropriate amount based on the approved Development Permit landscape plan for the subject site.
3. Installation of tree protection fencing to the City's specification for the hedge located on the neighbouring property at the north-west corner of the site and engage a certified professional arborist to oversee, inspect and approve the installed tree protection fencing.

Prior to issuance of the Building Permit\*, the developer is required to complete the following:

1. Submission and approval of a construction parking and traffic management plan to be provided to the Transportation Division that includes location for parking for services, deliveries, 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 (Ministry of Transportation and Infrastructure).

*\*Requires separate application submission*

[Signed original on file]

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Signed

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Date





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8750 (RZ 06-344606)  
22560, 22600 & 22620 GILLEY 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 Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **TOWN HOUSING (ZT11) - HAMILTON**.

P.I.D. 003-911-985

Parcel "A" (Explanatory Plan 29178) Lot 2 Section 2 Block 4 North Range 4 West New Westminster District Plan 5334

P.I.D. 003-558-622

Parcel A (RD14733E) Lot 1 Except: Part Subdivided by Plan 79860, Section 2 Block 4 North Range 4 West New Westminster District Plan 5334

P.I.D. 010-724-915

Easterly Half Lot 1 Except: Part Subdivided by Plan 79860, Section 2 Block 4 North Range 4 West New Westminster District Plan 5334

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8750"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION  
AND INFRASTRUCTURE

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED



\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER