



City of Richmond

Report to Committee

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: August 31, 2011
File: RZ 11-563568
Re: **AM-PRI CONSTRUCTION LTD. has applied to the City of Richmond for permission to amend the McLennan South Sub-Area Plan Circulation Map and to rezone 7691, 7711 and 7731 Bridge Street from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM2)" in order to develop a 34 unit townhouse development.**

Staff Recommendation

1. That Richmond Official Community Plan Bylaw 7100 Amendment Bylaw No. 8803 proposing to repeal the Circulation Map of Schedule 2.10D (McLennan South Sub-Area Plan) and replacing it with "Schedule A attached to and forming part of Bylaw 8803", to change the road type of Keefer Avenue between Armstrong Street and Bridge Street from "Local" to "Trail/Walkway" be introduced and given First Reading;
2. That Bylaw No. 8803, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;
3. That Bylaw No. 8803 having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation;
4. That Bylaw No. 8804 to rezone 7691, 7711 and 7731 Bridge Street from "Single Detached, (RS1/F)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development
(604-276-4138)

FOR ORIGINATING DEPARTMENT USE ONLY

ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Am-Pri Construction Ltd. has applied to rezone 7691, 7711 and 7731 Bridge Street (**Attachment 1**) from “Single Detached, (RS1/F)” to “Medium Density Townhouses (RTM2)” to permit the construction of 34 residential townhouse units (**Attachment 2**).

This rezoning application will require an amendment to the OCP – McLennan South Sub-Area Plan to amend the Circulation Map. Details are outlined in this report.

Findings Of Fact

Please refer to the attached Development Application Data Sheet (**Attachment 3**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Surrounding Development

To the North: At 7671 Bridge Street, a Single Detached Dwelling on land zoned “Single Detached (RS1/F)”.

To the East: Across Bridge Street, a 32 unit, three storey Townhouse complex at 9688 Keefer Avenue on land zoned “Town Housing (ZT50) – South McLennan (City Centre)”.

To the South: A 22 unit, two and three storey Townhouse complex at 7771 Bridge Street on land zoned “Town Housing (ZT60) – North McLennan (City Centre)”.

To the West: A 29 unit, two and three storey Townhouse complex at 7788 Ash Street on land zoned Town Housing (ZT16) – South McLennan and St. Albans Sub-Area (City Centre)”.

Related Policies and Studies

Official Community Plan

OCP designation: City Centre Area, McLennan South Sub-Area Plan, Schedule 2.10D.

McLennan South Sub-Area Plan, Schedule 2.10D

- Residential, 2 ½ - stories typical (3 stories maximum), predominately Triplex, Duplex Single Family. 0.55 base FAR (**Attachment 6**).

Affordable Housing Strategy

The applicant has volunteered to make a contribution to the Affordable Housing Strategy reserve fund. Details are provided later in this report.

Floodplain Management Implementation Strategy

In accordance with the City’s Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 m above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on title prior to final adoption.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is not located within the ANSD policy area and is not subject to noise mitigation measures and the registration of an Aircraft Noise Sensitive Use Restrictive Covenant.

Public Input

A notice board is posted on the subject property to notify the public of the proposed development and staff did have a meeting with the owner of the adjacent property to the north at 7671 Bridge Street to review the proposal, but no comments have been received from neither this owner or from the public.

Should this application receive first reading, a public hearing will be scheduled.

Staff Comments

A preliminary Site Plan is attached for reference (**Attachment 2**). Separate from the rezoning process, the applicant is required to submit separate applications for Development Permit, Servicing Agreement and Building Permit.

Analysis

The analysis is set out in two parts to clarify the proposed OCP and Rezoning Bylaws.

PART 1 – OFFICIAL COMMUNITY PLAN (OCP) AMENDMENT TO THE McLENNAN SOUTH SUB-AREA PLAN (SCHEDULE 2.10D) CIRCULATION MAP (BYLAW No. 8803)

The amendment to the OCP is to change the Circulation Map within the McLennan South Sub-Area Plan to change a portion of Keefer Avenue from “Local” to ‘Trail/Walkway’ in order to facilitate this rezoning application (RZ 11-563568). The McLennan South Sub-Area Plan introduces Keefer Avenue as one of the new internal ring roads to allow easier vehicle access from existing roads such as Bridge Street and Ash Street, to allow access to new single family lots and townhouse developments the Sub-Area Plan envisions. The circulation map within the McLennan South Sub-Area Plan currently shows this section of Keefer Avenue connecting Bridge Street and Armstrong Street as a local road (**Attachment 4**).

To make the physical connection between Armstrong Street and Bridge Street a reality, Keefer Avenue would require a large amount of land that would encompass the entire property at 7691 Bridge Street and a large part of the rear yard of 7671 Bridge Street to connect the north-south Armstrong Street to the east-west Keefer Avenue (shown in the hatched area of **Attachment 5**).

Objection to this concept was raised during the review of a recent rezoning application (RZ 09-504342) which created a seven (7) lot single family subdivision at 7700 and 7720 Ash Street, located directly north and west of the subject site (**Attachment 5**). Consultation with some of the affected property owners to the east questioned the need to have the connecting road from Armstrong Street to Bridge Street. Upon hearing these concerns, the City studied the need for this vehicle route and the impact of removing this section of road and determined the ring road design for this part of the neighbourhood was less important to the area than once thought, as alternate vehicular connection was established via Breden Avenue to the north. Instead of simply removing the road entirely, staff still wanted to ensure public movement and access between the two streets.

The result of this consultation is to change the road designation connecting Armstrong Street to Bridge Street from a local road to a public walkway that would run along the northern edge of the subject site. As this walkway would not allow access to vehicle traffic, an alternative was presented to Planning Committee at the time the seven (7) lot subdivision was presented, that would create a cul-de-sac at the southern end of Armstrong Street. This would allow access to the future lots that can be created at the rear of 7651 and 7671 Bridge Street upon receipt of a rezoning application. As typically requested for all applicants who wish to rezone their property

on this block, a 9.0 meter land dedication for the continuation of Armstrong Street is a requirement of rezoning and the cul-de-sac is to fit within the dedicated area (**Attachment 6**).

The introduction of this walkway would:

1. Reallocate the land that would have been dedicated for road and become available for development;
2. Encourage public pedestrian movement between these two streets; and
3. Reduce the amount of pavement required from the City's road standards.

The implementation of this walkway is to register a six (6) meter wide Public-Right-of-Passage Right-of-Way (PROP ROW) covenant along the entire northern edge of the subject site. The applicant is willing to work with City Staff to provide a design of the walkway during the Development Permit stage that will provide a pleasant walking experience along the entire walkway, with the intent they will also construct it.

While the intent of the walkway is to provide circulation between Armstrong Street and Bridge Street, direct access to Armstrong Street will be restricted at this time as the intended point of entry to the walkway is private property. While the units fronting the walkway will have direct access to Bridge Street via the walkway, complete through access to Armstrong Street will not be possible until the property directly to the north is ready to rezone. At that time, the City is in a position to require a land dedication for the purpose of a cul-de-sac at the south end of Armstrong Street, which will provide the access point needed to complete the walkway connection to Bridge Street.

Because the PROP ROW will only benefit the townhouse development until the time the property to the north dedicates the land and constructs the cul-de-sac and opens up the pathway to Armstrong Street, the maintenance of the ROW - including all hard surfaces and soft landscaping - will be the responsibility of the future strata, until the time when the cul-de-sac to the north is complete and placed on the maintenance period when the City will take over the maintenance of the hard surface of the main path and the strata will maintain the soft landscaping on each side of the main path and the walkways connecting the main path to the individual units fronting the walkway.

While the idea of amending this portion of Keefer Avenue from a road to a walkway was introduced at the time the seven (7) lot subdivision was brought forward to Planning Committee, the timing of this OCP amendment is because the change affects the subject site of this rezoning application and not the land assembly of the subdivision. To do so earlier would have been premature.

PART 2 – PROPOSED REZONING AT 7691, 7711 and 7731 BRIDGE STREET (BYLAW No. 8804)

Proposed Zoning to Medium Density Townhouses (RTM2)

The proposed rezoning from “Single Detached (RS1/F)” to “Medium Density Townhouses (RTM2)” represents an increase in density which is consistent with the land use designation within the McLennan South Sub-Area Plan in facilitating the transformation from a predominately single-family neighbourhood toward a higher density neighbourhood through the creation of more single family lots, apartment and townhouse buildings.

The proposed increase in density from a 0.55 FAR base to the proposed 0.65 FAR is an appropriate density for a site of this size and is supported through a voluntary contribution to the affordable housing reserve fund, local road improvements for Bridge Street, retention of a

healthy Douglas Fir tree and through the registration of a Public Access ROW along the northern edge of the property, including the construction of a landscaped public pathway within this ROW. This pathway is a requirement as outlined in the OCP amendment section of this report. The proposed site plan conforms to the regulations of the RTM2 zone with the exception of the side yard setback along the southern edge of the property and tandem parking configurations which will be addressed in the upcoming Development Permit application. Transportation staff have made the applicant aware they are conducting a review of tandem parking arrangements in townhouse developments but did not raise any concerns to the proposed tandem parking arrangements.

Proposed Site Assembly and Site Design

The applicant was able to acquire these three sites to facilitate this 34 unit townhouse proposal. The land area of this assembly meets the minimum land area requirement of the neighbourhood plan for a townhouse development, and therefore no additional site acquisitions are needed.

In lieu of the section of Keefer Avenue that would provide a vehicle connection between Armstrong Street and Bridge Street, the applicant is to register a six (6) meter wide Public-Right-of-Passage Right-of-Way (PROP ROW) along the entire northern edge of the property. The PROP ROW will consist of a landscaped pedestrian orientated thoroughway with a paved path to not only enable the connection of Armstrong Street with Bridge Street but will also act as the main pedestrian access points to the townhouse units along the northern part of the site.

As shown in **Attachment 2**, the main access to the site is from Bridge Street with the outdoor amenity area immediately to the right as one enters the site. The units are arranged in four and five unit building clusters and the individual units take advantage of addressing Bridge Street and the PROP ROW. The building cluster arrangement was designed to minimize the amount of pavement used to allow vehicle parking in the self-contained garages. The location of the outdoor amenity takes advantage of an existing and healthy Douglas Fir tree which will be retained and incorporated in the landscape design of the complex. More information as to the design of the site will be provided in the forthcoming Development Permit.

Design

The three-storey proposal meets the intent of the neighbourhood plan. Information on façade materials will be available when the applicant makes their application for Development Permit. A more detailed analysis regarding the form and character of the proposal will be conducted during that same process.

Also through the Development Permit process, the applicant will be identifying what unit(s) will be identified for easy conversion for Universal Access.

Transportation and Site Access

Vehicular access to and from the site is proposed from Bridge Street, with the internal drive-aisle routed down the centre of the site (**Attachment 2**). The entrance is visually softened by the outdoor amenity area, located by the entry on the northern side of the internal drive aisle. The drive aisle runs in a predominately east to west direction to access the units along the northern side before turning into the north to south aisles to access the remaining units. Manoeuvrability within the site supports larger vehicles through the use of corner cuts at all the internal intersections.

Pedestrian access to the site is through the same access point of the site as the vehicles. Roughly half of the units proposed allow pedestrian access from either the Bridge Street frontage or the

PROP ROW along the northern edge. The remaining units rely on the internal drive aisle to access their units, the applicant is to demonstrate how pedestrians will be able to safely navigate between the units and the main access point but also to the on-site amenities.

Parking

The submitted proposal meets the number of off-street parking stalls required by the Off-Street Parking and Loading requirements of Zoning Bylaw 8500. A total of seventy-four (74) stalls are being proposed with sixty-seven (67) proposed for residents (with one unit having only one space) and seven (7) visitor stalls. A variance will be required at the Development Permit stage to allow the proposed tandem parking. A restrictive covenant to prevent conversion of tandem parking garages to habitable floor space will be secured at the Development Permit stage.

A total of seven (7) visitor parking stalls are proposed and are scattered throughout the site for convenient access to the units. One visitor stall is to be designed and designated for wheelchair accessibility.

Trees

An Arborist Report and site survey (**Attachment 7**) was submitted to assess the existing trees on the site for possible retention of existing trees.

A detailed site review was conducted by City staff which identified that of the 36 trees on-site, 30 are in poor condition and/or located within the development area and will need to be removed. Of the remaining, five (5) that are listed in moderate to good health and are good candidates for retention, including a noteworthy Douglas Fir located within the proposed outdoor amenity area, and one (1) other tree is a candidate for relocation within the site.

Tree Summary Table

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	36	-	-	-
To be removed due to poor health	30	2:1	60	To be removed, due to conflicts with proposed building locations, flood bylaw requirements and poor health or structure of the trees.
Trees for retention	5	-	-	Applicant to incorporate them into the landscape plan as part of the DP.
Trees for relocation within the site	1	-	-	-

Of the 30 trees that are to be removed, they would need to be replaced in accordance with the City's 2 for 1 replacement policy. A review of the new tree plantings will be conducted at the Development Permit stage where it will be determined if the number of trees proposed on the submitted landscape drawings meet the replacement requirements. If not, a cash-in-lieu of the shortfall can be applied to allow the City to plant trees where needed.

Amenity Space

The applicant will be providing an outdoor amenity space, which is located to the north of the main vehicle entrance to the complex, just east of Building 1 (**Attachment 2**). The space is intended for a children's play area, as well as open spaces and benches for sitting. A more detailed review will be conducted at the Development Permit stage when landscaping drawings

will be submitted with more detailed information, including how the retained and relocated trees – including the noteworthy Douglas Fir tree and play equipment – are to be incorporated into the design of the outdoor amenity area.

No indoor amenity space is being proposed, but as per policy, a voluntary cash-in-lieu contribution of \$49,000.00 will be collected prior to final adoption of this application.

Affordable Housing

The applicant will be making a voluntary cash contribution to the affordable housing reserve fund in accordance with the City's Affordable Housing Strategy.

With respect to townhouse developments, the applicant has agreed to a voluntary contribution of \$2.00 per allowable square foot based on the FAR of the zone. In this situation, the amount comes to \$74,297.00 and is payable prior to the adoption of this rezoning application.

Public Art

In response to the City's commitment to the provision of Public Art, the developer is considering providing a piece of public art to the site. Another option is for the developer to provide a voluntary contribution at a rate of \$0.75/ft² based on the maximum floor area ratio (0.65 FAR) that can be built. This amount comes to \$27,862.00 for the entire project and is payable prior to the adoption of the rezoning application. Should the applicant choose to proceed with the provision of a piece of public art, they will need to contact the City's Public Art Coordinator to initiate the process.

Utilities and Site Servicing

A site servicing review has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. The applicant has been notified of the following comments:

- No upgrades are required for this project in regards to Storm Sewer Capacity;
- A latecomer payment associated with storm sewer works on Bridge Street;
- No upgrades are required for this project in regards to Sanitary Sewer Capacity;
- Water analysis is not required to determine upgrades to achieve minimum requirements; and
- Submit fire flow calculations to meet the City's requirements at the time of applying for Building Permit.

Servicing Agreement

The applicant is to enter into a separate servicing agreement prior to rezoning adoption. Works include, but not limited to:

- Registration of a 6.0 meter wide PROP ROW along the northern property line of the subject site.
- Design of the PROP ROW to include the width of the path and the proposed paving materials.
- Frontage improvements for Bridge Street to include from the eastern property line of the subject site, 1.75 meter wide sidewalk, 2.5 meter wide grassed and treed boulevard, curb and gutter, and extend existing road improvements to match the townhouse complex at 9688 Keefer Avenue done through SA 09-468973.

Development Permit

A separate Development Permit application will be required with a specific landscaping plan to include the following:

1. Design of the outdoor amenity area, including the play area.
2. Landscaped design of the public walkway along the northern edge of the property to be designed and constructed by the applicant.
3. Overall appropriateness of the landscaping plan.
4. Manoeuvrability of larger vehicles (SU-9) within the site.
5. Form and Character of the townhouse units, including design features in highly visible sections and how they address adjacent properties.
6. Provide a sense of territory for pedestrian use and movement within the site.
7. Identify unit(s) to allow easy conversion for Universal access.

Financial Impact

None.

Conclusion

The amendment to the OCP to alter the identification of the affected portion of Keefer Avenue within the Circulation Map of the McLennan South Sub-Area Plan from Local to Trail/Walkway is supported by Transportation and will increase the pedestrian movement. The proposed 34 unit townhouse rezoning meets the requirements of the OCP as well as the zoning requirements set out in the "Medium Density Townhouses (RTM2)" zone for the McLennan South neighbourhood plan. Staff contend that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption.

Staff recommends that both these Bylaws relating to rezoning application RZ 11-563568 proceed to first reading.



David Johnson
Planner 2
(604-276-4193)

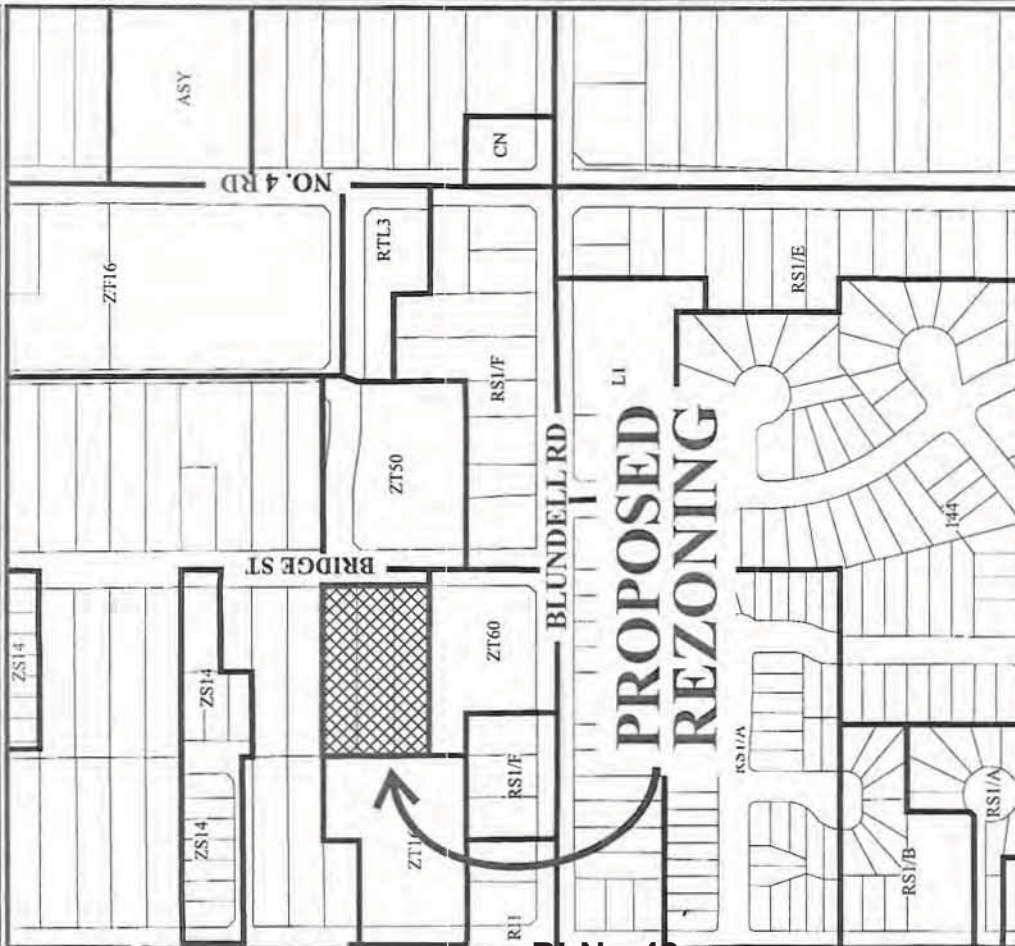
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List of Attachments

Attachment 1	Location Map, Zoning Site Map, Site Context and Aerial View of the Site
Attachment 2	Site Plan Drawings
Attachment 3	Development Application Data Sheet
Attachment 4	McLennan South Sub-Area Circulation Map
Attachment 5	Current road configuration for Keefer Avenue
Attachment 6	Armstrong Street cul-de-sac
Attachment 7	McLennan South Sub-Area Land Use Map
Attachment 8	Arborist Report - Tree Survey Plan
Attachment 9	Conditional Rezoning Requirements



City of Richmond



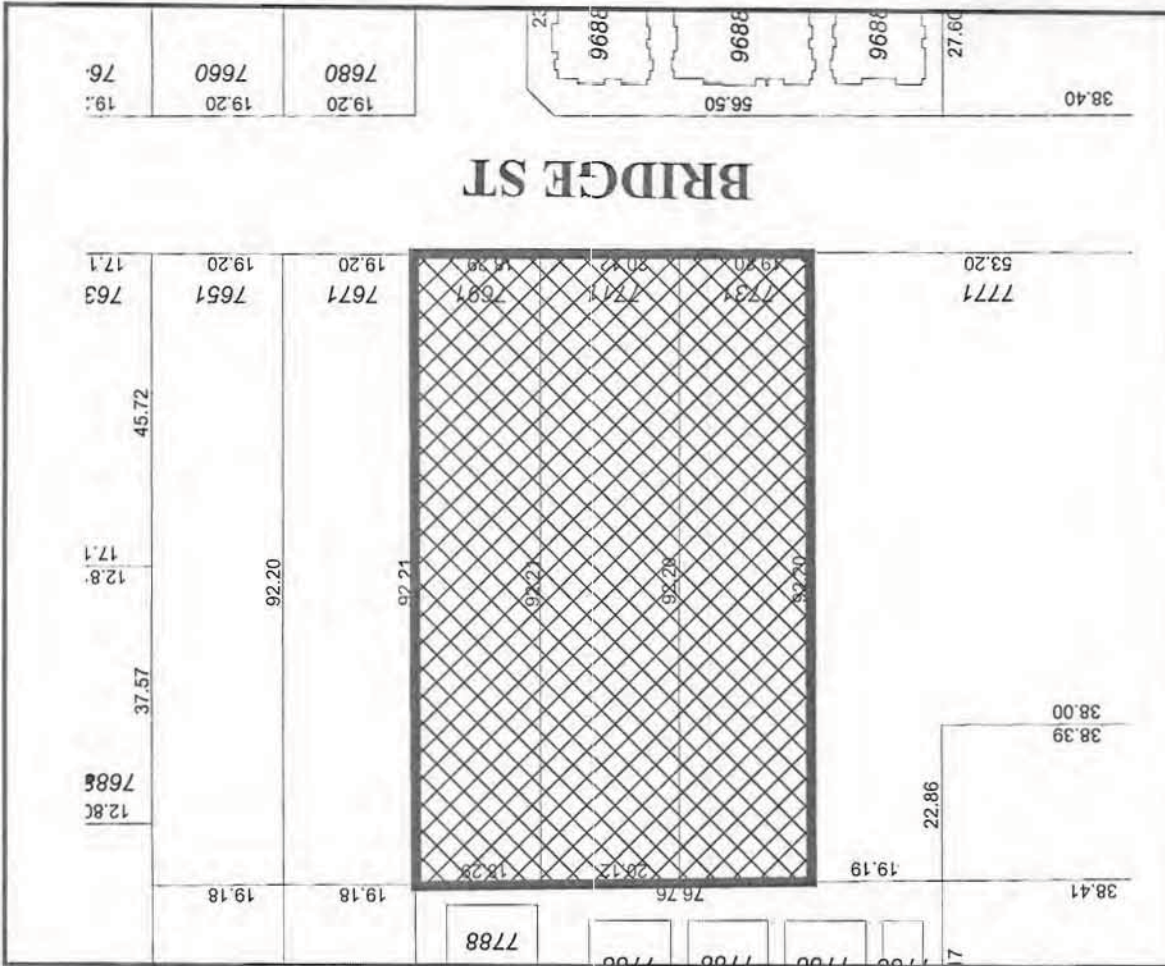
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RZ 11-563568

Original Date: 02/14/11

Revision Date:

Note: Dimensions are in METRES





RZ 11-563568

PLN - 44

Original Date: 02/14/11

Revision Date:

Note: Dimensions are in METRES



City of Richmond

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

Development Application Data Sheet

RZ 11-563568

Address: 7691, 7711 and 7731 Bridge Street

Applicant: Am-Pri Construction Ltd.

Planning

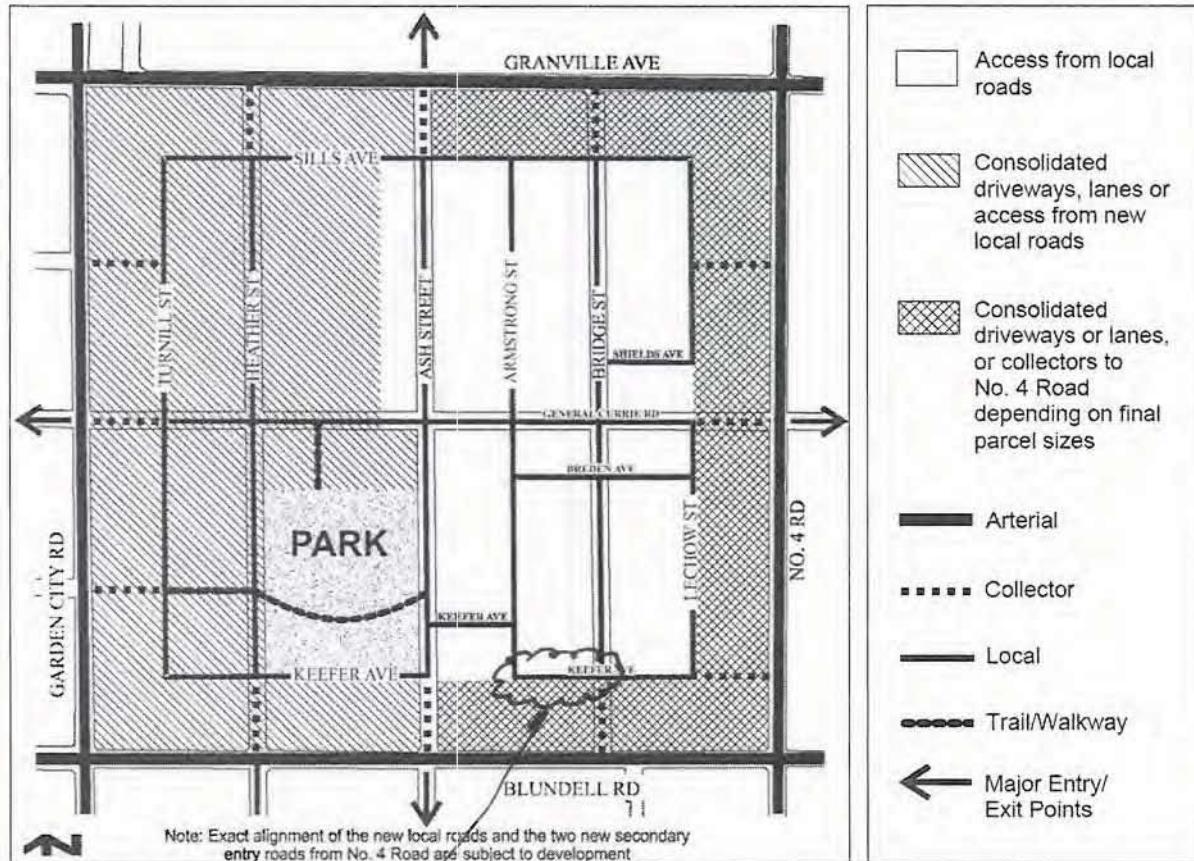
Area(s): City Centre – McLennan South Sub-Area (Schedule 2.10D)

	Existing	Proposed
Civic Address:	7691 Bridge Street 7711 Bridge Street 7731 Bridge Street	To Be Determined
Owner or Applicant:	Am-Pri Construction Ltd.	No Change
Site Size (m²):	5,309.5m ²	No Change
Land Uses:	Single-Family	Townhouse Residential
OCP Area Plan Designation:	Residential, 2 ½ storeys typical (3 storeys maximum) predominately Triplex, Duplex, Single-Family 0.55 base F.A.R.	No Change
Zoning:	Residential Single Detached, Subdivision F (RS1/F)	Medium Density Townhouses (RTM2) Permits Townhouses at 0.65 F.A.R. with a contribution to the Affordable Housing reserve Fund
Number of Units:	1 Single-Family Dwelling per lot	34 Townhouse Units on a consolidated lot.

	Bylaw Requirements RTM2	Proposed	Variance
Density (FAR):	Site Area = 5,309.5m ² (0.65 FAR) = 3,451.2m ² Max.	3,450.9m ² (0.65 FAR)	none permitted
Lot Coverage – Building:	40% Max.	40%	none
Lot Width (Min.):	30.0m	57.6m	none
Lot Depth (Min.):	35.0m	92.2m	none
Lot Size (Min.):	No requirements	5,309.5m ²	none

	Bylaw Requirements RTM2	Proposed	Variance
Setback: Bridge Street	6.0m Min.	6.0m	none
Setback: Rear Yard	3.0m Min.	4.5m	none
Setback: North Side:	3.0m Min.	8.0m	none
Setback: South Side:	3.0m Min.	1.5m	Required
Height:	12.0m and no more than 3 stories maximum	10.8m	none
Minimum off-street Parking Requirements:	48 Resident <i>plus</i> 7 Visitor 55 spaces minimum	67 Resident <i>plus</i> 7 Visitor 74 spaces	none
Tandem Parking Spaces:	No tandem parking for townhouses	33 units x 2 = 66 spaces	Required for tandem stalls for townhouse development.
Amenity Space – Indoor:	70 m ² or cash-in-lieu payment	Cash-in-lieu payment of \$49,000.00	none
Amenity Space – Outdoor:	6 m ² minimum per unit x 34 units = 204m ²	272.2m ²	none

Circulation Map [Bylaw 8746, 2011/05/16]

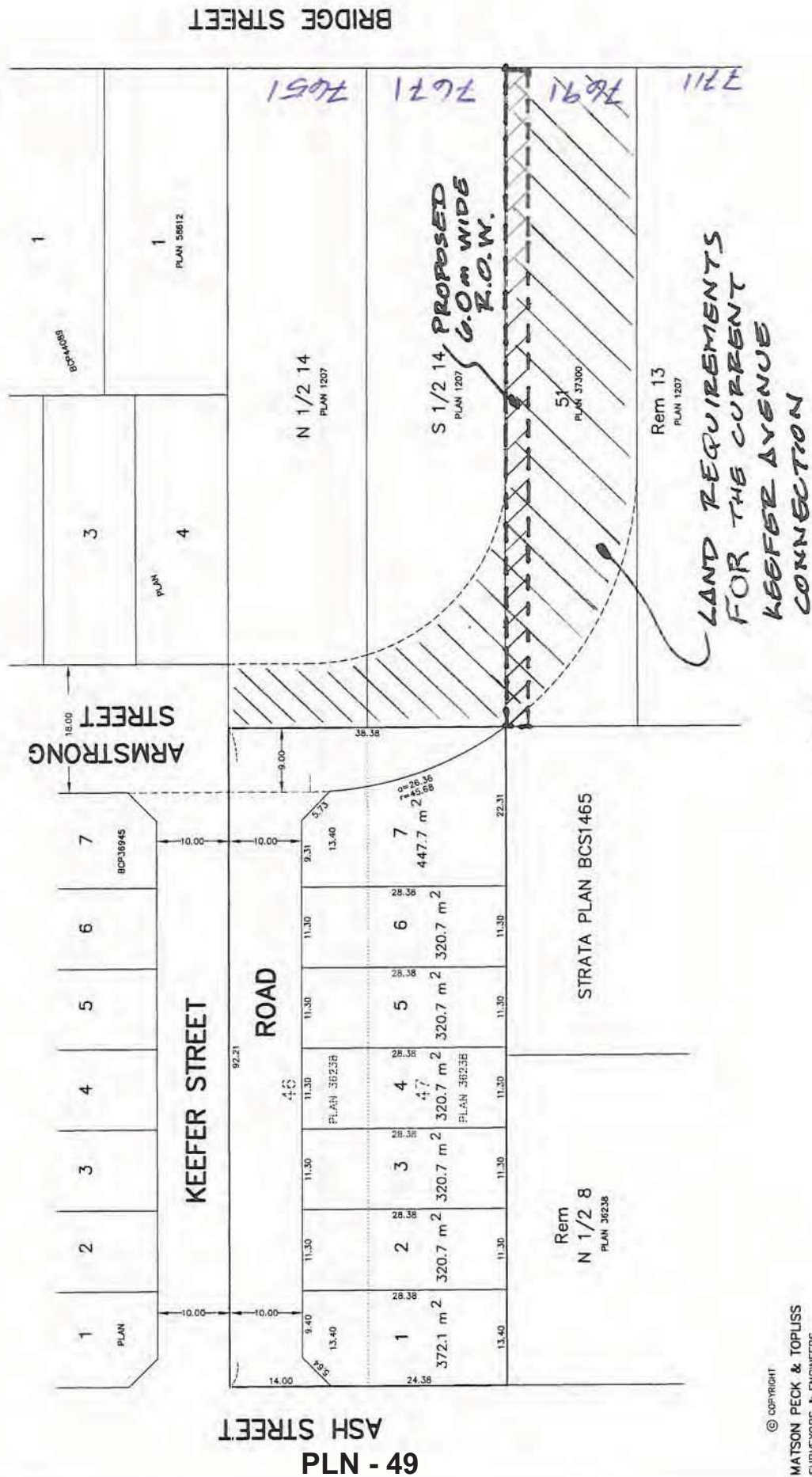
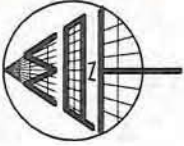


AMENDED
AREA

LANDS DEALT WITH:

LOT 46 SECTION 15 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 36238

LOT 47 SECTION 15 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 36238



LEGEND
SCALE 1:400

DIMENSIONS ARE IN METRES.

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R-10-16227-COMPOSITE

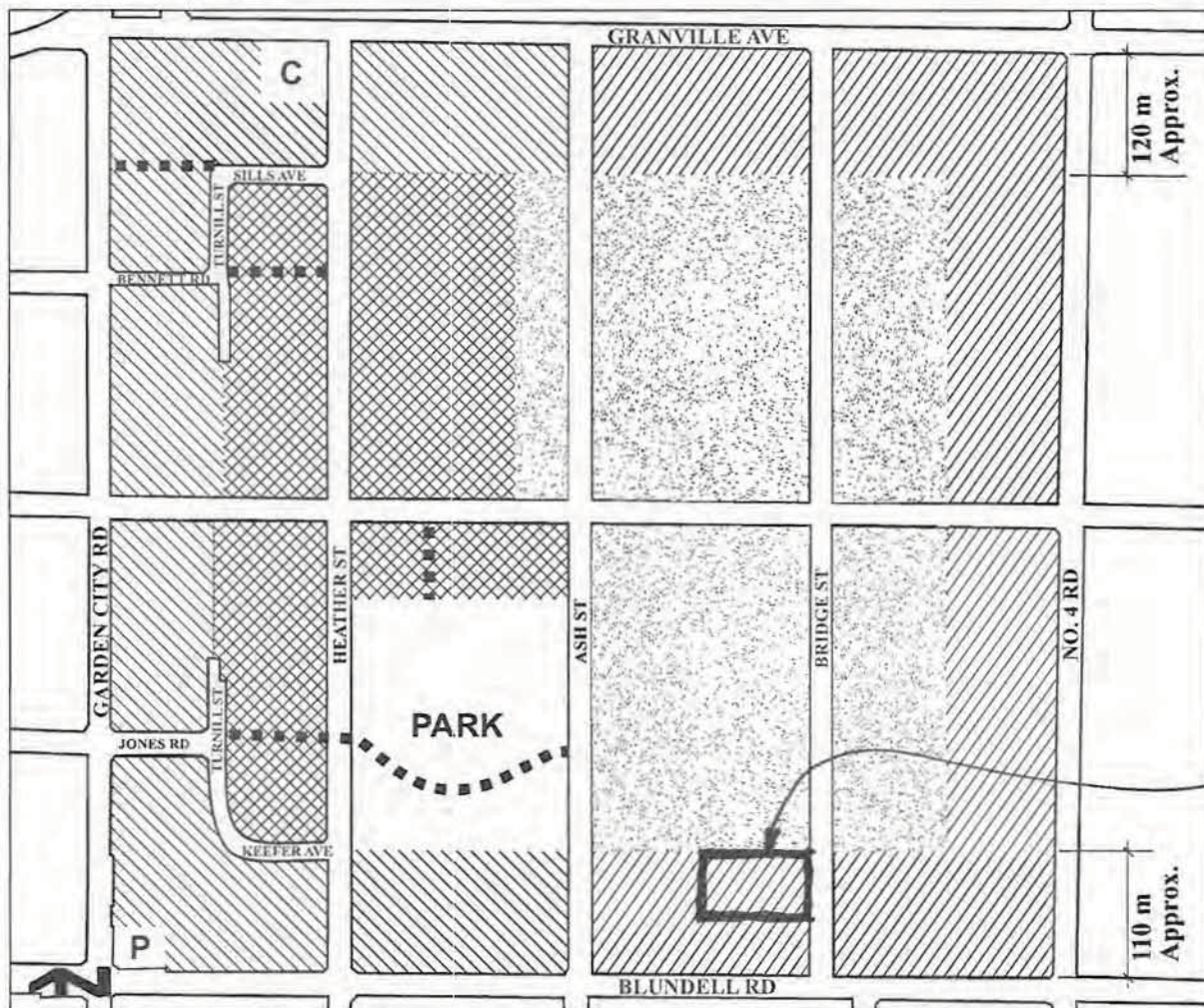
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City of Richmond

Land Use Map

Bylaw 7892

2005/04/18



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 maximum 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 m²/5,920 ft² min. area)

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/37 ft. min. frontage and 320 m²/3,444 ft² 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".

**Conditional Zoning Requirements
7691, 7711 and 7731 Bridge Street
RZ 11-563568**

Prior to adoption of Zoning Amendment Bylaw 8804, the developer is required to complete the following requirements to the satisfaction of the Director of Development.

1. Adoption of the Official Community Plan Bylaw 8803.
2. Consolidate 7691, 7711 and 7731 Bridge Street into one development parcel.
3. Registration of a 6.0 meter wide Public Right of Passage Right of Way (PROP ROW) along the north property line to facilitate a public walkway within the PROP ROW. The concrete path is to be 2.0 meters in width with landscaping on each side. The PROP ROW will identify maintenance provisions where the future strata corporation will maintain the PROP ROW until the time the property to the north (7671 Bridge Street) dedicates the land and completes the required frontage works to the point where it is placed on the City's maintenance program. At this time the City will maintain the main hard surfaced pathway connecting Armstrong Street to Bridge Street, and the strata will maintain the soft landscaping and the individual walkways connecting the main path to the individual units.
4. Registration of a Flood Indemnity Agreement Restrictive Covenant on title.
5. Payment of \$49,000.00 cash-in-lieu of on-site indoor amenity space.
6. Voluntary contribution of \$74,297.00 towards the City's Affordable Housing Reserve Fund.
7. Voluntary contribution of \$27,862.00 towards the City's Public Art reserve fund.
8. Submission of a Servicing Agreement* that will include, but not limited to:
 - Along the eastern property line, a 1.75 meter wide sidewalk, 2.5 meter grass and treed boulevard (with 7cm Red Horse Chestnut trees), curb and gutter, and road widening to meet with road works done through SA 09-468973.
 - Street lighting to be Lumec Z10G Type 3 (aka "zed" lights).
 - Design and paving pattern of the pathway within the 6.0 m wide PROP ROW.
9. The submission and processing of a Development Permit* completed to a level of acceptance by the Director of Development. In addition to the standard review, the applicant is to provide information pertaining to:
 - a) Design of the outdoor amenity area, including the play area.
 - b) Design of the PROP ROW, including providing information to the width and the use of paving materials.
 - c) Overall appropriateness of the landscaping plan.
 - d) Manoeuvrability of larger vehicles (SU-9) within the site.
 - e) Form and Character of the townhouse units and how they address adjacent properties and high visibility areas.
 - f) Provide a sense of territory for pedestrian use within the site along the internal drive aisle.
 - g) Identify unit(s) to allow easy conversion for Universal access.

* Note: This requires a separate application

Then, prior to issuance of the Building Permit*:

- 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 MMCD Traffic Regulation Section 01570 (<http://www.richmond.ca/services/ttp/special.htm>).
- A payment on stormworks done to the benefit of this application.

Signed _____

Date _____



**Richmond Official Community Plan Bylaw 7100
McLennan South Sub Area Plan (2.10D)
Amendment Bylaw 8803**

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

1. Schedule 2.10D (McLennan South Sub-Area Plan) to Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing "Circulation Map" in Section 4.0 Transportation, and replacing it with "Schedule A attached to and forming part of Bylaw No. 8803".
2. This Bylaw may be cited as **"Official Community Plan Bylaw 7100 (Schedule 2.10D – McLennan South Sub-Area Plan), Amendment Bylaw 8803"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

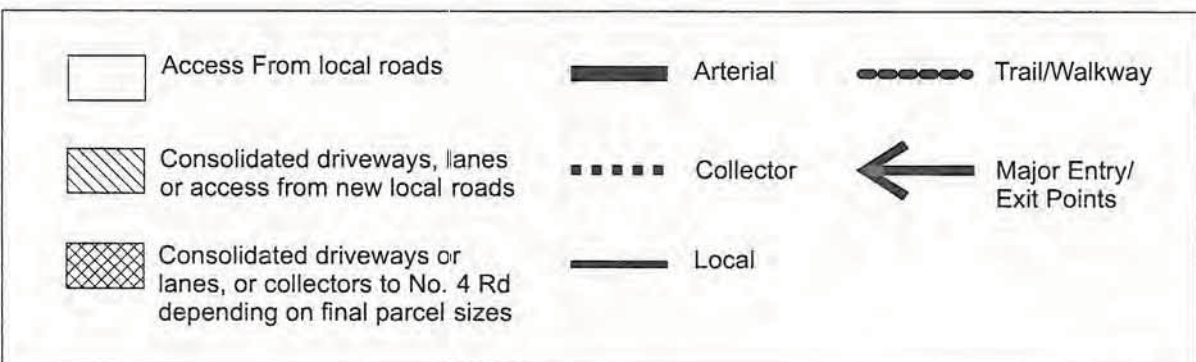
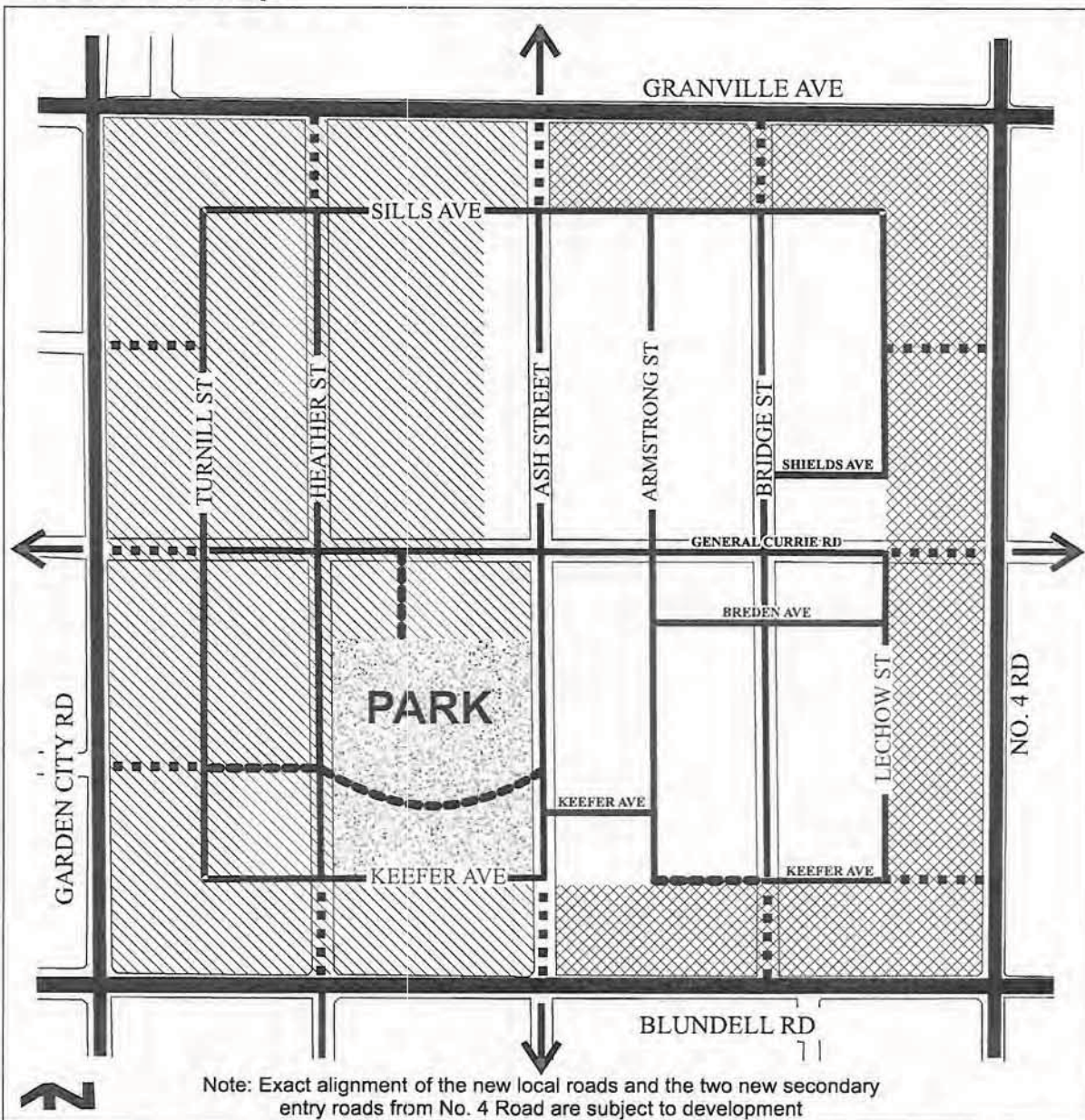
CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER

City of Richmond

Circulation Map





**Richmond Zoning and Development Bylaw 8500
Amendment Bylaw 8804 (RZ 11-563568)
7691, 7711 and 7731 Bridge Street**

The Council of the City of Richmond enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 8500, is amended by repealing the existing zoning designation of the following areas and by designating it "**Medium Density Townhouses (RTM2)**".

P.I.D. 008-359-458

Lot 51 Section 15 Block 4 North Range 6 West New Westminster District Plan 37300

P.I.D. 003-566-145

Lot 13 Except: Part Subdivided By Plan 37300, Block "F" of Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 009-035-923

North Half Lot 12 Block "F" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

2. This Bylaw is cited as "**Richmond Zoning and Development Bylaw 8500, Amendment Bylaw 8804**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. <i>al</i>
APPROVED for legality by Solicitor <i>BJ</i>