



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development

Date: February 29, 2008
File: RZ 05-301844

Re: **APPLICATION BY HARRY PARGAT SINGH TATLA FOR REZONING AT 9391 ALBERTA ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (R1/F) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD/128)**

Staff Recommendation

1. That Official Community Plan Amendment Bylaw No. 8242 to amend Schedule 2.10C (McLennan North Sub-Area Plan) and Schedule 2.10D (McLennan South Sub-Area Plan) of the Official Community Plan Bylaw No. 7100, by adding Objectives, Policies, and Development Permit Guidelines to clarify the minimum site assembly size for new multiple-family and townhouse residential development in the McLennan North Sub-Area and the McLennan South Sub-Area, be introduced and given first reading;
2. That Bylaw No. 8242, 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. 8242, 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. 8046, to rezone 9391 Alberta Road from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/128)", be introduced and given first reading.

Brian J. Jackson

Brian J. Jackson, MCIP
Director of Development

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Att. 9

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER

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Staff Report

Origin

Proposed Rezoning

Harry Pargat Singh Tatla has applied to rezone 9391 Alberta Road from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/128) in order to permit the development of 23 three-storey townhouses on the site (**Attachment 1**). Included with this development are frontage improvements along Alberta Road, and dedication of lands and construction of the portion of Hemlock Drive along its north frontage.

Zoning Bylaw Amendment No. 7948 is proposed with the application for 9000 Granville Avenue (RZ 04-271196), to reduce the minimum lot size from 0.405 ha (1 ac.) to 0.16 ha (0.40 ac.) in Comprehensive Development District (CD/128), and must be adopted prior to adoption of this application. Bylaw No. 7948 received second and third readings at Public Hearing May 15, 2006.

Minimum Site Assembly Size – McLennan North and South Sub-Areas OCP Amendment

In the review of the subject application, staff have identified a concern with site assembly size for the remaining lots in the McLennan North Sub-Area, as well as for the McLennan South Sub-Area, and propose establishing a policy for this proposal and future development of these remaining lots. A recommendation to amend the McLennan North and McLennan South Sub-Area Plans to add guidelines for minimum site assembly size is included with this report.

Findings Of Fact

Proposed Rezoning

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

Surrounding Development

- | | |
|---------------|---|
| To the west: | A multi-family development on a site zoned for apartment and townhouse development in Residential Area 2, the same designation as the subject site. The existing development by Magusta (RZ 96-175) includes a 4-storey apartment building fronting Alberta Road on the south 25% of the site, with the remainder of the site consisting of townhouses; |
| To the south: | An existing single-family home surrounded by the area designated for Garden City Park, currently under development on the surrounding lots; |
| To the east: | Three existing single-family homes; and |
| To the north: | A development by Ah Ten Holdings Ltd. (DP 05-302414, issued) at 9371 Hemlock Drive, for two 5-storey apartment building with approximately 232 dwelling units, currently under construction. |

Related Policies & Studies

- Official Community Plan (OCP) designation: McLennan North Sub-Area Plan, Schedule 2.10C
- OCP Sub-Area Land Use Map (**Attachment 3**): Residential Area 2, base density of 0.95 floor area ratio (F.A.R.), 2, 3, & 4-storey townhouses, low-rise apartments (4-storeys maximum).

- Roads: The Sub-Area Plan has indicated that a portion of Hemlock Drive is to be constructed through this development, requiring a 10 m dedication along the northern edge of the property.
- Development Permit Guidelines: To provide a range of grade-oriented housing types for a variety of household and age groups.

The proposal to develop townhouses is consistent with the objectives of the McLennan North Sub-Area Plan in terms of land use, unit type, density, open space, road network and development permit guidelines.

Proposed Zoning (Comprehensive Development District, CD/128)

Recently approved development in the adjacent McLennan South Sub-Area, south of Granville Avenue, has been rezoned to Comprehensive Development District (CD/128). It allows for three-storey townhouses at a density of 0.80. The use of this zone on the subject site would permit a form of townhouse development consistent in massing with existing surrounding townhouse development to the west and east of the site.

An amendment to Comprehensive Development District, CD/128 is proposed with the application for 9000 Granville Avenue (RZ 05-271196), to reduce the minimum lot size from 0.405 ha (1 ac.) to 0.16 ha (0.40 ac.) in Comprehensive Development District (CD/128), and must be adopted prior to adoption of this application.

Consultation

The proposed Sub-Area Plan amendments are intended to provide clarity to the existing Area Plans, only, and will not impact population growth, land use, density, or form of development within these planning areas. The School Board has not been requested to comment, as the policy recommendations do not alter the projected number or types of residential units for these Sub-Areas, nor impact population projections. Further public consultation, in accordance with the City Policy on Consultation During OCP Development, is not required.

Public Input

There has been no public comment received on the proposed rezoning application.

Staff Comments

Preliminary Architectural Drawings (Site plan and elevations) are enclosed for reference (**Attachment 4**). Separate from the rezoning process, the applicant is required to submit separate applications for Development Permit, Servicing Agreement (street frontage improvements) and Building Permit.

Analysis

PART 1 – PROPOSED REZONING AT 9391 ALBERTA ROAD

Impact on 9431 Alberta Road

Staff had requested that the applicant consider consolidation with the adjacent site to the east at 9431 Alberta Road, in order to:

- Maximize highest and best use of both sites,

- Reduce internal driveways;
- Facilitate completion of the road network, including completion of Alder Street; and
- Encourage sufficient site area such that a high quality form of development can be achieved.

The applicant has made several offers to the owner to either purchase 9431 Alberta Road, outright, consider a joint-venture, or to structure a purchase and land swap. These offers were all rejected (see letter from applicant's agent, **Attachment 5**).

In order to address concerns about site planning and development potential for the adjacent lot, the applicant indicated on their Site Plan possible future development on the adjacent lot, which:

- Allows for an efficient townhouse development on the neighbouring site that achieves the density envisioned in the Sub-Area Plan;
- Shares the driveway with the subject site (through cross-access agreements) in order to minimize overall driveway area;
- Establishes a functional road network with the current application (e.g., the circulation loop is completed from Katsura Street, Hemlock Drive, Alder Street, to Alberta Road), with future development contributing frontage improvements to expand the roadway width and add sidewalks and boulevards to the west side of Alder Street.

Density and Form

- The proposed site layout provides for an attractive pedestrian oriented streetscape of townhouses fronting Alberta Road and Hemlock Drive, which is consistent with the guidelines for Residential Area 2.
- The 6 m setback from Alberta Road is compatible with the front yard setback of the neighbouring single-family homes;
- Townhouse clusters have been oriented to provide variety along the internal driveway and to avoid overlook to the existing home at 9431 Alberta Road.
- The proposed density of 0.80 F.A.R., below the 0.95 base F.A.R. for this area, is an acceptable density for townhouse development in this location, within the context of neighbouring townhouse development to the north and east, of similar density.
- The proposed three-storey height of units is appropriate within this sub-area (4-storey is permitted) to achieve a transition in scale between the permitted three-storey maximum height in Residential Area 3 to the east and the high-rise development in Residential Area 1, to the west.
- The proposed townhouse street wall expression, which defines the edge of the public streets, is consistent with the development permit guidelines with respect to massing, which call for a consistent building massing with little or no interruptions.
- The proposed three-storey form provides generous outdoor open space (40% site coverage proposed) throughout the site in keeping with the formal park-like setting envisioned in the Area Plan.
- The proposed project is consistent with Richmond's planning and development objectives and is expected to be an attractive and fitting addition to McLennan North's multiple-family neighbourhood.
- The proposed zone, Comprehensive Development District (CD/128), accommodates townhouse developments in McLennan North - Residential Area 2, such as the subject site,

and the site is large enough to accommodate the proposed density of 0.78 FAR, while providing well-designed and appropriate open space.

- Overall, the project appears to be well designed and deserving of support.

Trees

An Arborist report, and tree survey (**Attachment 6**) has been submitted and reviewed by City staff, with recommendations for tree retention within the net site after the required road dedications.

The following Table summarizes the findings of the Arborist Report. The proposed plan for the tree relocation and retention and replacement will be further refined as part of the Development Permit process.

Tree Summary Table

Item	Number of Trees	Compensation Rate	Compensation Required	Comments
Total on site trees	2	-	-	The assessment provided deems the trees are in fairly good health.
Within building envelope, internal driveways or sidewalks to be removed	2	2:1	4	The applicant proposes a 10:1 replacement ratio with 6 to 11 cm calliper deciduous trees (16) and 3.5 m height coniferous trees (5).
Off-site trees adjacent to property lines	5	-	-	To be preserved and protected during construction

In order to ensure that this work is undertaken, the applicant will be required to provide a landscape security with the Development Permit.

Roads and Vehicle Access

- The dedication and construction of a portion of Hemlock Drive will facilitate implementation of the Transportation Plan for the area, allowing for the completion of a functional connection from Katsura Street to Alberta Road.
- A cross access agreement is required to ensure access to future development at 9431 Alberta Road, in order to minimize future driveway requirements.
- The internal driveway has been off-set through the site to improve the internal streetscape character, through variety and landscaping.
- The adjacent existing 162 unit apartment and townhouse complex to the west, at 9333 Alberta Road, includes a paved driveway right-of-way extending along its entire east frontage, from Alberta Road to hemlock Drive, adjacent to the subject site. Staff, with the applicant, have reviewed options for providing access to the subject site through this right-of way, and have concluded that this would not be practical, as:
 - the right-of-way was provided with the rezoning as a fire department emergency access and pedestrian right-of-way, only, and was not designed to provide access to adjacent properties;

- cross-access from this driveway would pose a potential conflict with the existing access to underground parking for the apartment complex;
- re-building of the driveway would be required to relocate bollards, upgrade paving surfaces (existing pavers on the emergency access driveway portion), and provide a transition in grade (the existing right-of-way is raised above adjacent grade); and
- use of this driveway to provide access to the subject site would require the support of the strata Council for 9333 Alberta Road.

Amenity Space

- The size and location of the common open space, within the central portion of the site, is appropriate in serving all the residents of the development;
- Payment in lieu of providing indoor amenity space is proposed in accordance with OCP policy.

Affordable Housing

- In accordance with the interim Affordable Housing Strategy in effect as of the date of this application, the applicant's contribution of \$0.60 per square foot buildable contribution (e.g., approximately \$20,456) towards the City's Affordable Housing Reserve Fund is appropriate to meet City objectives.

Public Art

- The applicant has been advised of the City's Public Art Program Policy and its benefit to the City and has chosen not to participate in this program.

Aircraft Noise

- An airport noise sensitive land use covenant will be required as a condition of rezoning approval.

Servicing Capacity

- The applicant has completed a storm and sewer capacity analysis to the satisfaction of the City Engineering Department, and has agreed to contribute the proportionate amount of approximately \$61,484.66 to the storm sewer upgrades along Garden City Road, from Lansdowne Road to Westminster Highway. As part of the standard City Service Agreement, the storm and sanitary frontages must be upgraded to City Standards.

Future Development Permit

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

- The design of the outdoor amenity area, to include a child play area;
- Further review of the proposed variance to permit a 5 m setback to Hemlock Drive, to encourage streetscape compatibility with existing development on Hemlock Drive;
- Attention to landscape design along internal driveway, to provide a high quality landscaped pedestrian route along this route, from Alberta Road to Hemlock Drive;
- Design development to the driveway, to be 7.5-metre wide for a minimum length of 15 metres measured from the south property line into the site;
- Conform to City's Parking Bylaw on the number and dimensions of the off-street parking;
- Indication on the Development Permit drawing to demonstrate how a loading truck (i.e. SU 9) would be accommodated on site; and
- Location of garbage and recycling facilities, site signage etc. are to be considered.

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

Flood Indemnity Covenant

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

PART 2 - OCP AMENDMENTS TO MCLENNAN NORTH AND SOUTH SUB-AREA PLANS REGARDING MINIMUM SITE ASSEMBLY SIZE FOR NEW MULTI-FAMILY AND TOWNHOUSE DEVELOPMENT

Issue:

Current policy for site assembly size

There is not a clear and consistent policy on minimum site assembly sizes (frontage, area, access, and orphaned lots) for new multi-family and townhouse development in the McLennan North and McLennan South Sub-Areas of the City Centre Area Plan.

Staff note that as major development activity in the McLennan North and the McLennan South Sub-Areas has increased over the past several years, the remaining development sites have been reduced to a few isolated lots (**Attachments 7 and 8**). During review of recent enquiries concerning development potential on these remaining lots, staff have identified several concerns, including the following issues:

- Maximizing development potential on sites;
- Ensuring development potential for orphaned lots;
- Providing for a timely and orderly completion of the McLennan North and South road network;
- Achieving high quality site design and architectural character for all developments, both large and small scale; and
- Ensuring consistency with the McLennan North and South Sub-Area Development Permit Guidelines.

Guidelines for site assembly size

In the absence of site assembly size requirements in the McLennan North and South Sub-Area Plans, staff have evaluated each remaining application on a case by case basis, to address these concerns, as noted above. Considerations have taken account of the redevelopment potential for adjacent undeveloped lots, including the age of existing buildings and likelihood of re-development.

In order to provide clarity and certainty for property owners and developers of future remaining lots, staff recommend amendments to the McLennan North and South Sub-Area Plans to address criteria for site assembly development.

Discussion:***OCP Policies for Multi-Family Residential Development***

On June 6, 2006, Council adopted the recommendations of the review of the City's Lane Establishment and Arterial Road Redevelopment Policy. These policies, which are directed to multiple-family residential development in West Richmond, outside of the City Centre, include:

- Location criteria where new multi-family development will be considered;
- Requirements for a public consultation process;
- Minimum assembly and frontage site size; and
- Massing and rear yard setback considerations.

Within the City Centre, policies have not been established comparable to the above. The traditional townhouse districts, which have historically been the standard for City Centre, are:

- Townhouse District (R2); and
- Townhouse & Apartment District (R3).

These zones require minimum lot width on their frontages of 30 m and a lot depth of a minimum 35 m for development other than single-family dwellings.

More recently, development has occurred on small lots within St Albans, Moffatt, Cook and McLennan North and South. These lots are characterized as follows:

- Sites have a minimum area of 360 m² (3,875 ft²) and minimum frontages of 20 m (66 ft);
- Are zoned as Comprehensive Development District (CD/120), as well as Comprehensive Development Districts (CD/6), (CD/35), (CD/64) and (CD/127); and
- Many of these sites are remnant (orphaned) lots, located on both arterial and local roads.

Problem: McLennan North and McLennan South Sub-Area Plans Policy

These Sub-Area Plans do not contain policies or guidelines specific to site assembly size. Under current practice, staff review each development proposal to determine if the proposed development meets the following City-wide criteria:

- The assembly is of sufficient size (e.g., frontage and area) to support development consistent with City-wide and Sub-Area Objectives, Policies and Development Permit Guidelines;
- Provides opportunities for adjacent underdeveloped sites to redevelop in the future in accordance with the Area Plan (e.g., does not create orphaned lots with reduced development potential). Concept plans showing future development are reviewed and proof of offer to purchase adjacent sites is requested; and
- Allows for the orderly and timely completion of the Sub-Area road networks.

This is problematic because it requires interpretation as it is not clear. More policy clarity is proposed.

Existing and New Single-Family Dwellings in McLennan North and South

The Sub-Area Plans designate areas for a wide range of residential densities, including single-family, townhouse to low-rise apartment. All areas of McLennan South, and the eastern portion of McLennan North, near No. 4 Road, allow for the inclusion of existing and new single-family

homes. Development Permit Guidelines provide direction to achieve a well integrated neighbourhood character, with transitions from the townhouse developments to adjacent single-family homes.

Newer and existing substantial single-family homes in these areas have typically remained in place as new townhouse development has occurred around them. In some cases, long time area residents have chosen to remain in their homes and not sell as development adjacent has occurred. This has resulted in a mix of development assembly sizes.

Orphaned Lots

Where an individual lot has not been included with a land assembly for multi-family and townhouse development, staff have required the applicant to prepare a concept plan demonstrating future development potential of the orphaned lot. Typically, a cross access agreement is registered to provide access to the orphaned lot, in order to improve its viability for development, and to limit driveways onto the road network.

Additionally, proof of an offer to purchase must be provided to demonstrate that a sincere effort was made to include the adjacent parcel(s) with the proposed assembly.

Road Network

The Sub-Area Plans direct that a number of new roads be established to facilitate implementation of the area plans, to improve access, reduce dependence on existing roads and limit traffic, create pedestrian-scaled blocks, and enhance access to the parks. To be timely, affordable and equitable, lots which include portions of the road network should not be orphaned and should be included with larger land assemblies, unless other arrangements can be made for securing these properties for roads in the future (e.g., cash contributions and securing rights of first refusal for future purchase).

Recommended Sub-Area Plan policy improvements:

Goals

Amend the sub-area plans to indicate that new townhouse and multi-family developments:

- a) Are of sufficient site assembly size (e.g., area and frontage) to support development consistent with City-wide and Sub-Area Objectives, Policies and Development Permit Guidelines;
- b) Provide opportunities for adjacent underdeveloped sites to redevelop in the future in accordance with the Area Plan (e.g., does not create orphaned lots with reduced development potential);
- c) Allow for the orderly and timely completion of the Sub-Area road networks;
- d) Do not result in significant traffic impacts on or compromise access to adjacent properties; and
- e) Provide a recognizable benefit to the area (e.g., enhanced access, retain trees, etc.).

Policies

Amend the McLennan North and McLennan South Sub-Area Plans such that the minimum site sizes for new townhouse and multi-family developments:

- a) Along a major arterial roads have a minimum frontage width of 50 m and a minimum lot

area of 2000 m² (0.5 acres);

- b) Along a local or collector road have a minimum frontage width of 40 m and a minimum lot area of 2000 m² (0.5 acres);
- c) Do not create orphaned assembly sites with minimum frontages and minimum lot areas less than those established above; and
- d) New development may deviate from the minimum site assembly sizes where:
 - An existing lot is isolated (orphaned) and is not able to consolidate with adjacent properties (e.g., surrounding lots recently developed in conformance with Area Plan designation);
 - It can be demonstrated that high quality development can be achieved in full compliance with Area Plan Policies, Objectives and Development Permit Guidelines;
 - Access along the frontage is not required (e.g., access is provided from a City lane or Right-of-Way or through a registered cross access through an adjacent site), and the proposed development will promote a high quality pedestrian environment along the fronting street;
 - Development supports the orderly and timely completion of the Sub-Area road networks; and
 - The proposed development provides a recognizable benefit to the area (e.g., enhanced access, retain trees, etc.).

Impact of the recommended policy

The recommended policy would encourage the remaining townhouse and multi-family development sites in the McLennan North and South Sub-Areas to develop to their fullest potential and with timely completion of the road networks, without adversely constraining the future development of neighbouring parcels. However, greater cooperation among property owners will be required. The policy would require developers to acquire larger sites, with better opportunities for high quality urban design and ability to pay for neighbourhood infrastructure improvements, though it may delay opportunities for redevelopment of some smaller sites if the neighbouring property owners are not prepared to proceed at the same time.

In-stream applications that do not conform to the proposed guidelines would continue to be processed on their own merits based on existing guidelines.

OCP consultation policy

In accordance with the City Policy on Consultation During OCP Development, further public consultation, is not required. The proposed Sub-Area Plan amendments are intended to provide clarity to the existing Sub-Area Plans, only, and will not impact population growth, land use, density, or form of development within these planning areas. In particular, the School Board has not been requested to comment, as the policy recommendations do not alter the projected number or types of residential units for these Sub-Areas, nor impact population projections.

Financial Impact

None associated with the proposed development application or the proposed OCP amendments.

Conclusion**A. FOR REZONING**

The subject proposal is in conformance with City-wide, City Centre, and McLennan North Sub-Area Plan objectives for development and population growth. The proposed use of Comprehensive Development District (CD/128) is consistent with the objectives for the McLennan North Sub-Area and with previously approved projects elsewhere in the City Centre. Overall, the project is attractive and a good fit with the neighbourhood.

B. FOR SUB-AREA PLAN AMENDMENTS

The site assembly size of the proposed development is consistent with the goals for the proposed minimum site assembly size policy, as the site:

- Is of sufficient site assembly size (e.g., area and frontage) to support development consistent with City-wide and Sub-Area Objectives, Policies and Development Permit Guidelines;
- Provides opportunities for the adjacent underdeveloped site at 9431 Alberta Road to redevelop in the future in accordance with the Area Plan (e.g., does not create orphaned lots with reduced development potential);
- Allows for the orderly and timely completion of the Sub-Area road networks, with the development of a portion of Hemlock Drive and frontage improvement to Alberta Road; and
- Does not result in significant traffic impacts on or compromise access to adjacent properties (through registration of a cross access easement, granting 9431 Alberta Road vehicular access upon redevelopment); and
- Provides a recognizable benefit to the area (enhanced access and contributions to the neighbourhood storm sewer upgrades, development of Garden City Park, the Affordable Housing Reserve fund, and the Public Art Reserve fund).

On this basis, staff recommend:

- That the proposed rezoning Bylaw No. 8046, be approved; and
- That the McLennan North and the McLennan South Sub-Area Plans be amended to include guidelines for minimum site assembly size for future new multiple-family and townhouse residential development.



Eric Fiss
Policy Planner
EF:cas

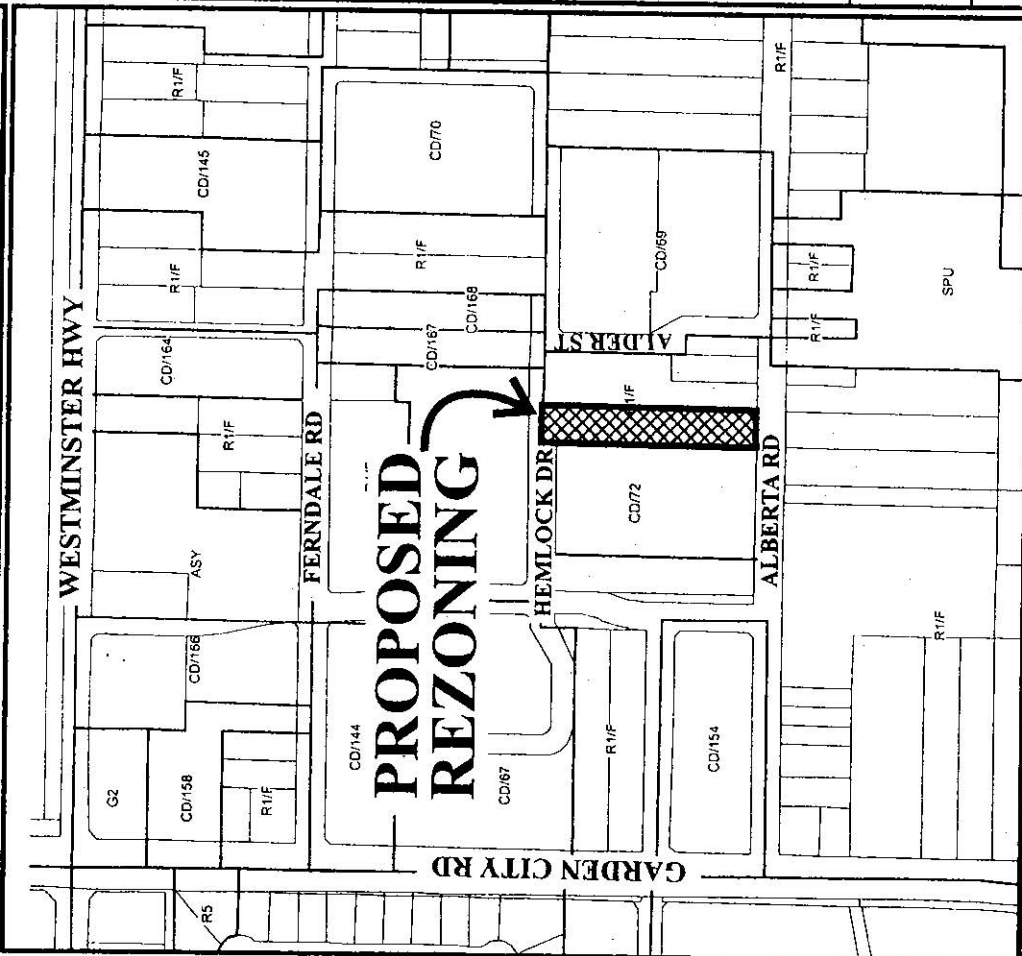
See **Attachment 9** for legal and development considerations agreed to by the applicant and to be completed prior to final adoption of the Zoning Amendment Bylaw.

List of Attachments

- Attachment 1 Zoning Site Map and Site Context - GIS 2005 Aerial Photo
- Attachment 2 Development Application Data Sheet
- Attachment 3 McLennan North Sub-Area Site Context
- Attachment 4 Preliminary Architectural Drawings (Site plan, landscape plan, elevations)
- Attachment 5 Letter from Lawrence Lim, NAI Goddard & Smith, on behalf of applicant
- Attachment 6 Arborist Report and Tree Survey
- Attachment 7 Remaining Development Sites in McLennan North
- Attachment 8 Remaining Development Sites in McLennan South
- Attachment 9 Conditional Rezoning Requirements



City of Richmond



**PROPOSED
REZONING**

GARDEN CITY RD

HEMLOCK DR

ALDER ST

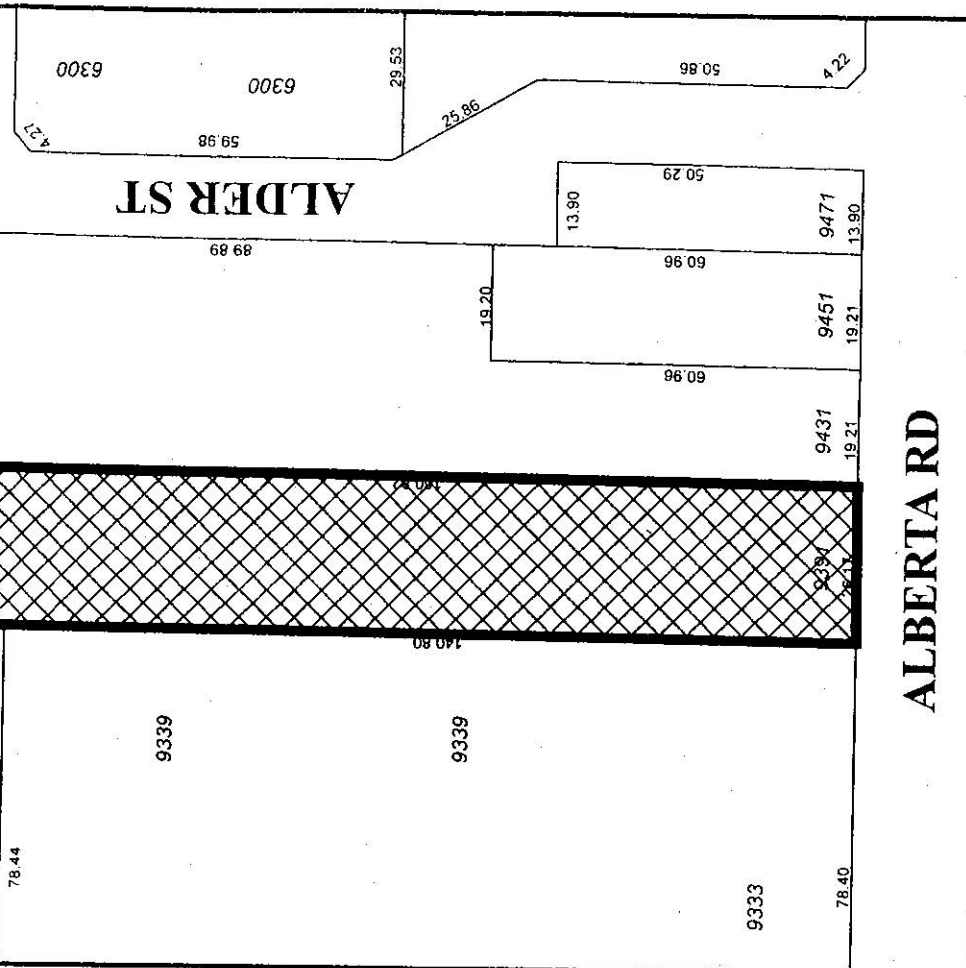
ALBERTA RD

HEMLOCK DR

ALBERTA RD

ALDER ST

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9300	9340	9400	9420	9440	9480	9480	



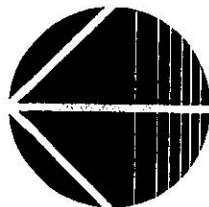
ATTACHMENT 1

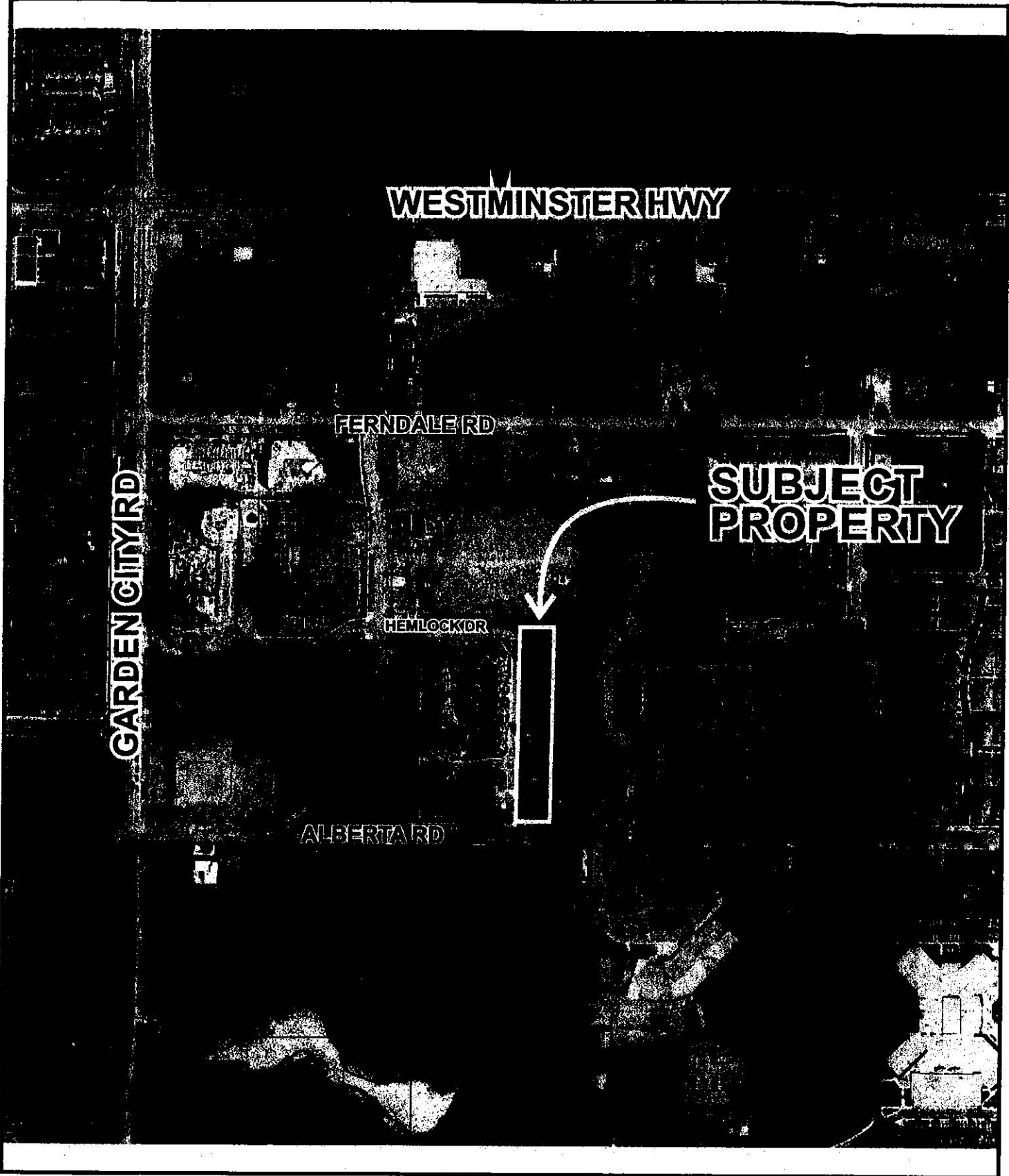
Original Date: 06/02/05

Revision Date: 08/21/06

Note: Dimensions are in METRES

RZ 05-301844





RZ 05-301844

Date: 05/04/06

Amended Date:

Note: Dimensions are in METRES



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
(604) 276-4000

Development Application Data Sheet

RZ 05-301844

Address: 9391 Alberta Road

Applicant: Harry Pargat Singh Tatla

Planning

Area(s): City Centre Area – McLennan North Sub-Area (Schedule 2.10C)

	Existing	Proposed
Owner:	0748507 B.C. Ltd.	0748507 B.C. Ltd.
Site Size (m²):	3,944 m ²	3,683 m ²
Land Uses:	Single-Family Residential	Townhouse Residential
OCP Designation:	Residential	No Change
Area Plan Designation:	Residential Area 2, 0.95 base F.A.R., 2, 3 & 4-storey Townhouses, Low-rise Apts. (4-storeys max.)	No Change
Zoning:	Single-Family Housing District, Subdivision Area F (R1/F)	Comprehensive Development District (CD/128) Permits Townhouses at 0.80 F.A.R.
Number of Units:	1 Single-family dwelling	23 Townhouse Units
Other Designations:	Airport Noise Sensitive Development Area 4	No Change

	Bylaw Requirement CD/128	Proposed	Variance
Density (units/acre):	N/A	25 upa	none required
Floor Area Ratio:	Max. 0.8 F.A.R.	0.80	none permitted
Lot Coverage – Building:	Max. 40%	40%	none
Lot Size (min. area):	0.16 ha As proposed with Bylaw No. 7948	0.37 ha	none
Setback – Alberta Rd (m):	6.0 m Min.	6 m Min.	none

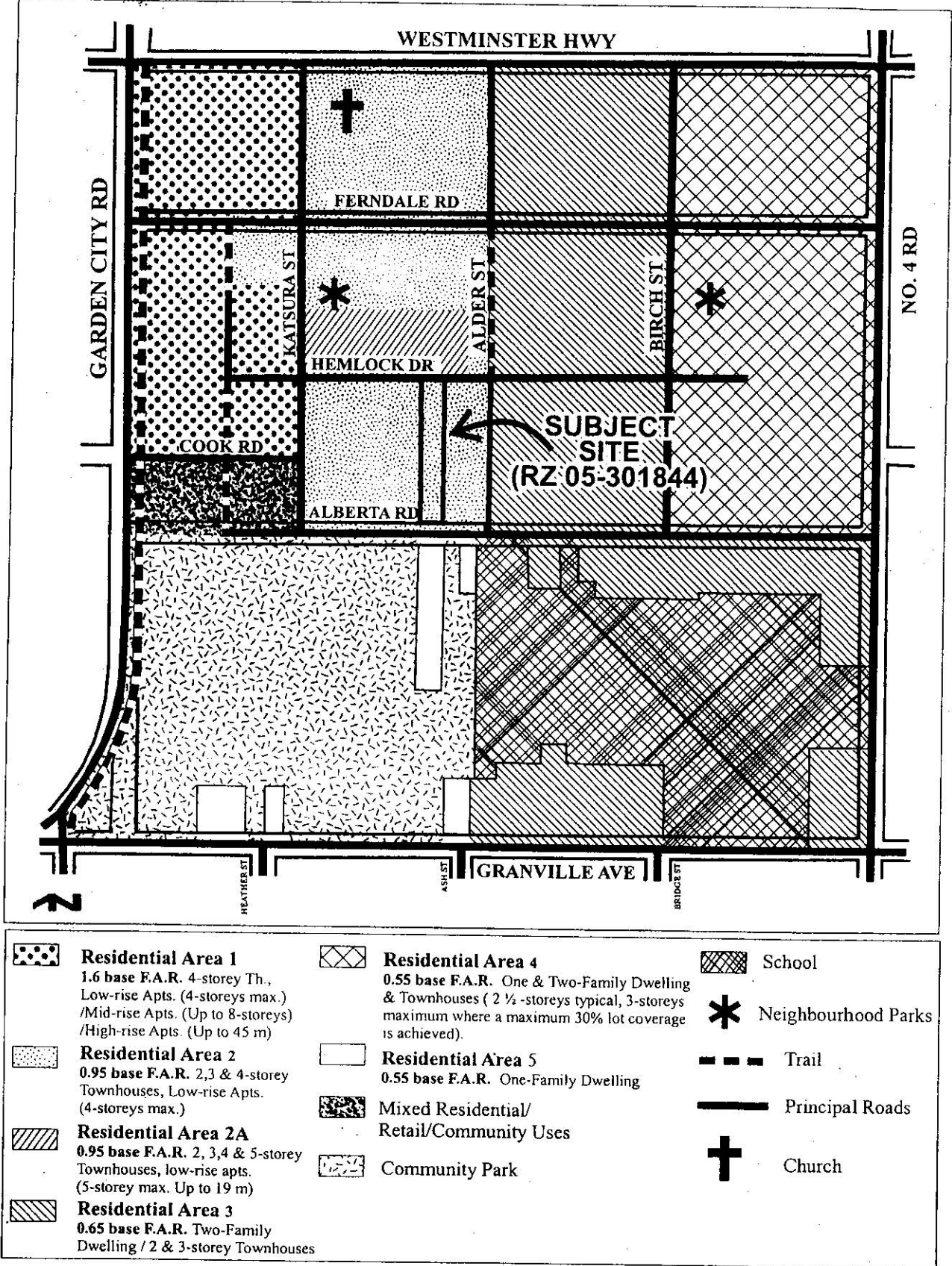
ATTACHMENT 2

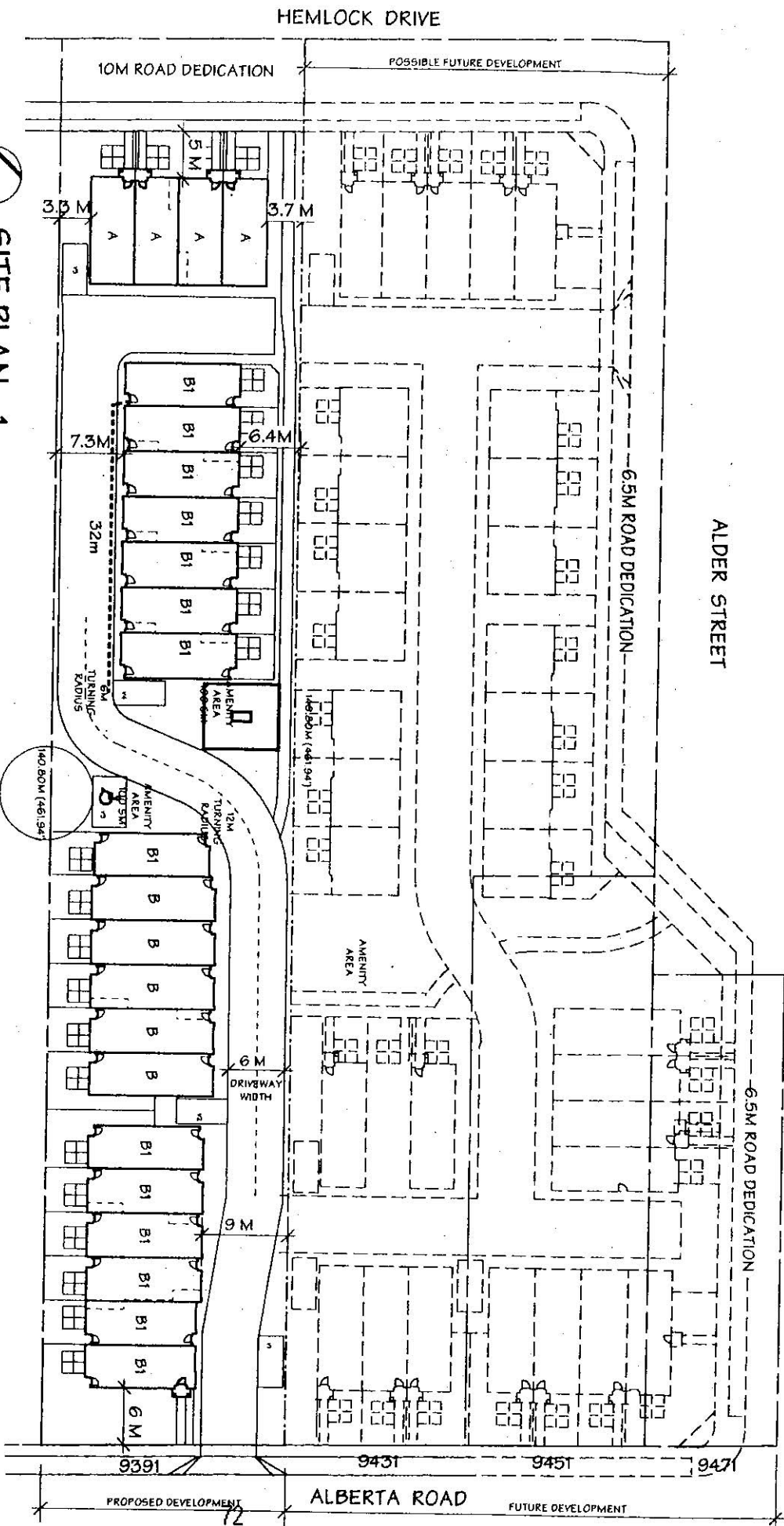
	Bylaw Requirement CD/128	Proposed	Variance
Setback – Hemlock Drive (m):	6.0 m Min.	5.0 m Min.	Variance required
Setback – Side & Rear Yards (m):	Min. 3.0 m	Min. 3.3 m	none
Height (m):	12 m, no more than 3 storeys	11.3 m, and 3 storeys	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	(R): 1.5 spaces /unit x 23 units = 35 spaces, and (V): 0.2 spaces/unit x 23 units = 5 spaces	(R): 2 spaces /unit x 23 units = 46 spaces, and (V): 0.2 spaces/unit x 23 units = 5 spaces	none
Off-street Parking Spaces – Total:	40 spaces	51 spaces	none
Tandem Parking Spaces:	Permitted where two parking spaces provided per single dwelling unit	23	none
Amenity Space – Indoor:	70 m ² or payment of cash-in-lieu	payment of cash-in-lieu	none
Amenity Space – Outdoor:	6 m ² per unit x 23 units = 138 m ²	145 m ²	none

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

City of Richmond

Land Use Map





SITE PLAN - 1

SCALE: 1"=50'-0"

STATISTICS:

SITE AREA BEFORE DEDICATION:

SITE AREA AFTER DEDICATION:

SITE COVERAGE MAX / PROPOSED: 39,643 sq. ft. X 40% = 15,857 sq. ft.

FLOOR AREA MAX. PROPOSED:

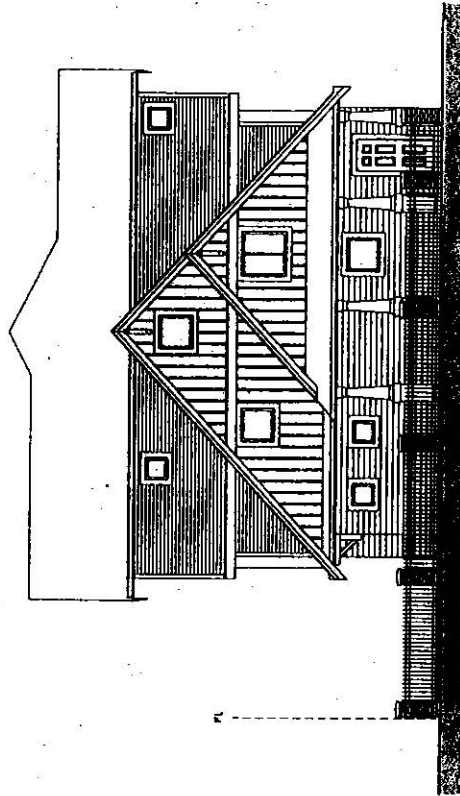
39,643 sq. ft. X 0.80 FAR = 31,714 sq. ft.
(19 UNITS X 1,350 sq. ft. AVERAGE
+ 4 UNITS X 1,500 sq. ft. AVERAGE)

Proj. # 0502

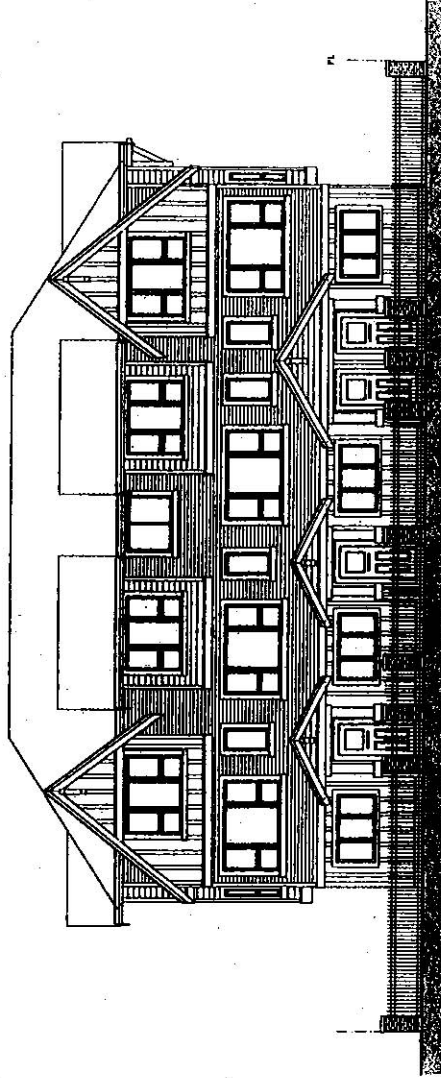
July 8, 2006

23 UNIT TOWNHOUSE DEVELOPMENT
9391 ALBERTA ROAD, RICHMOND, B.C.

tomizo yamamoto architect inc.
2386 Oak Street, Vancouver, B.C. V7G 1N8
Tel. 604-731-1127 Fax 604-731-1327
E-mail: tyarch@shaw.ca



SOUTH ELEVATION - ALBERTA ROAD



NORTH ELEVATION - HEMLOCK DRIVE

ATTACHMENT 5

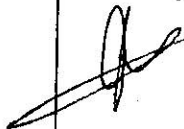
Harry Tatla
604-726-1580
gtatla@gmail.com
9191 Bakerview Drive
Richmond, BC V7A 1Z7
August 20, 2007

Dear Eric Fiss:

RE: 9391 Alberta Road

This is to inform you that I was not able to reach an agreement to purchase 9431 Alberta road. The owner of the property says he needs at least until the end of September to think about a possible decision. We don't want to wait any longer as the owner does not seem very motivated or interested in selling. I will be attaching a copy of the letter sent to the owner's agent as well as the contract offered to them.

Sincerely,



Harry Tatla

ATTACHMENT 5

Harry Tatla
604-726-1580
gtatla@gmail.com
9191 Bakerview Drive
Richmond, BC V7A 1Z7
August 20, 2007

Dear William Chow:

As we have discussed on August 7, 2007 regarding the property of 9391 Alberta Road, we agree to accept any of the three options you provided us with. The first being the purchase of your property. We will be sending you a very lucrative offer which is more than the value of the surrounding properties. In the event that you do not accept the offer, we are willing to do a joint venture or we can develop the property together and do our construction separately.

In either case I look forward to speaking with you shortly.

Sincerely,

A handwritten signature in black ink, appearing to be 'Harry Tatla', written over a horizontal line.

Harry Tatla

ATTACHMENT 5

NAI Goddard & Smith

Commercial Real Estate Services, Worldwide.

tel 604 693 7535
fax 604 691 6688
www.goddard.ca

Suite 1723
596 Burrard Street
Bentall Center III
P.O. Box 49142
Vancouver, BC
V7X 1J1

Dec 1st, 2005

Eric Fiss
Planning Department
City of Richmond
6911 No. 3 Road
Richmond B.C.
V6Y 2C1

Dear Eric:

Re: 9391 Alberta Road and 9431 Alberta Road, Richmond B.C.

I presented my client, No. 152 Seabright Holdings Ltd with the above development properties in November, 2004 and they were interested in acquiring both properties.

In mid-November, 2004, we presented Contracts of Purchase and Sale to both Sellers and we managed to enter into agreement with the Seller of 9391 Alberta Road. However, the Seller of 9431 Alberta Road, Mrs. Masuda was not motivated to sell her property.

After several months of constant communication with Mrs. Masuda's son, she decided that she will not sell her property. We then approached her with a joint-venture proposal to jointly develop the two properties together, which her son thinks that is rather attractive, however, after a few weeks, Mrs. Masuda finally declined the joint-venture proposal as well.

My client has no choice but to proceed with the single-lot development which forces my client to propose a townhouse development with a density lower than the allowable density for the site. After we have exhausted all avenue of attempting to combine the two properties as one single site, my client had to submit the rezoning application in May 2005 for a single-lot development.

After my client's architect drafted the preliminary plan for the proposed development, we approached Mrs. Masuda to reconsider the sale or joint-venture of her property and a dinner meeting was set up in mid-2005 at a Chinese Restaurant.

We met with Mrs. Masuda and her family and discussed the development proposal with her. We have also indicated that we wish to swap part of the lands of 9391 Alberta Road with Mrs. Masuda to facilitate future development of her property to her advantage.

ATTACHMENT 5

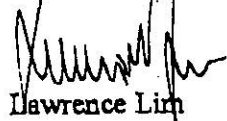
- 2 -

After a few weeks, Mrs. Masuda communicated to us that she appreciated our efforts but she has decided to do absolutely nothing at the moment. My client is therefore forced to proceed with the present single-lot development.

If you have any further questions, please call me at 604-728-8080.

Regards.

Yours Sincerely
NAI Goddard & Smith



Lawrence Lim
Senior Investment Broker

Cc Wilfred Wan - No. 152 Seabright Holdings Ltd

LL/11



VanArbor Vegetation Consulting Ltd.
Consulting Arborist & Urban Forest Resources

Arborist Report

Date of Report:	June 12, 2006	Address:	9391 Alberta Drive Richmond, BC
Date of Review:	October 11, 2005	Client:	Harry Pargat Singh Tatla
Weather:	Sunny	Arborist:	Ken Bell, P.Ag., CAC, ISA Certified Arborist
Distribution:	Harry Pargat Singh Tatla Tomizo Yamamoto Architects Ltd. City of Richmond: Planning and Development Department		

Introduction

Harry Pargat Singh Tatla has applied to the City of Richmond for permission to rezone 9391 Alberta Road from single-family housing district subdivision area F(R1/F) to a comprehensive development district (CD) zone in order to permit the development of 23 three story townhomes on the site. File # RZ 05-301844.

This Arborist report documents 12 significant sized "specimen" trees seven (7) trees are located on-site and five (5) significant sized trees are located off-site on neighbouring properties near the property line. In addition, there are approximately 25 on-site Birch trees growing wild at the rear of the site and 18 relatively small on-site trees, newly planted along the West property line. The purpose of this report is to document the trees, site conditions and provide a tree preservation plan. It is beyond the scope of this report to provide a tree replacement plan. The tree replacement plan is to be provided by the project Landscape Architect.

Tree Survey

VanArbor conducted the field work to review the trees on October 11, 2005. This report has classified the surveyed trees into four categories:

- 1) On-site specimen trees
- 2) Off-site specimen trees located on neighbouring properties near property line. These trees may be impacted by the proposed development
- 3) Native Birch trees located at the rear (North) half of the property

4) On-site specimen trees newly planted along the West property line

The significant sized “specimen” trees located on-site and off-site were numerically identified with a survey tag attached to the lower tree trunk. The native Birch trees located at the rear (North) of the property and the newly planted specimen trees along the West property line were not numerically identified. Appendix 1 Site Map shows the locations of trees, the proposed building and roadway configuration on the building lot. Appendix 2 Tree Survey evaluation report documents the “specimen” trees listing: tree number, species, diameter-breast-height (DBH) size, condition rating, radial crown spread of the trees and observations. A summary of trees recommended for removal and their respective size are listed in Appendix 3; this information may be used to calculate the number of replacement trees for the proposed development site in accordance to City of Richmond Tree Preservation By-law No. 8014

Site Conditions

The proposed building lot is currently occupied by a single family residence. The South half of the lot contains the house, various out-buildings and a landscaped yard. The rear (North) 50% of the lot is undeveloped and is dominated by native Birch trees and Black berry bramble understory vegetation. The topography is relatively flat. There are no water courses on the property and no significant environmental features.

The proposed townhome complex is comprehensive development that consists of 23 units contained in four buildings. The multi-family building layout plan shows a high percentage of impermeable surfaces (building envelopes and roadways) and patio-sized rear yards. The proposed layout configuration offers little opportunity to preserve on-site trees.

Tree Preservation Plan

On-site specimen trees:

- Trees # 4105 – 4108 are located in rear yards of the proposed development. These trees are in good health but poor structural condition; moderate overall condition. These trees are not considered specimen quality trees and they are not worthy of preservation. The site would be better served by planting new replacement ornamental specimen trees rather than retaining trees # 4105 – 4108. Therefore, it is **recommended** Trees # 4105 – 4108 be removed and replaced with other ornamental specimens specially selected for the site.
- Two (2) specimen Trees # 4103 and 4110 are either located in a proposed roadway or with the proximity of a building envelope. The location of these trees conflicts with the proposed design layout. Moving the specimen trees to another location with a tree spade is not considered a viable option; the trees are too large for successful mechanical transplant using conventional equipment from local sources. Trees # 4103 and 4110 are **recommended** to be removed and replaced with other ornamental specimen trees.

Off-site specimen trees:

Preserving off-site trees located on neighbouring lots near the property lines is considered imperative. Off-site trees should not be impacted by the proposed development. Off-site trees include:

1. 4 Austrian pine trees (Trees # 4101, 4102, 4111 and 4112) located near the East property line at 9431 Alberta Road
2. 1 large Western red cedar tree # 4109 along the West property line on neighbouring Strata property – Strata Plan BCS537
3. 2 Birch, 1 Spruce and 1 Douglas fir tree along West property line South of Tree # 4109. These relatively small trees are planted near the property line and were likely planted when the neighbouring Strata complex was landscaped. These trees not shown on Appendix 1 Site plan

Off-site Tree Preservation Specifications and Recommendations:

1. The wooden fences at the property line are to be carefully removed to avoid damage to the off-site trees; hand demolition of fences immediately adjacent to off-site trees is required
2. There shall be no digging-into or scraping of the soils with the excavator within 1.0 meter of the property lines (or as specified) immediately adjacent to the off-site trees. Exception: Tree # 4109 where exaction may not occur within 1.0 meters of the trees' drip line
3. Finished grade of the proposed complex is to match the existing grade of the off-site trees. This is especially critical for Trees # 4101, 4102, 4109, 4111 and 4112 located near the property lines.
4. **Trees # 4101, 4102, 4111 and 4112:** Establish a tree protection zone (TPZ) at the East property line immediately adjacent to the trees
 - a. Pre-load concrete blocks are to be established at property line
 - b. Establish a TPZ fence at property line after the pre-load concrete blocks are removed from site
5. **Tree # 4109:** Establish a TPZ fence at the drip line (5 meters radius) of Western red cedar.
 - a. Any work activity and construction within 1 meter of the drip line of the tree is to be actively monitored by the Project Arborist
 - b. Any existing fence removal or clearing of vegetation within the TPZ is to be done by hand; no machines permitted within 1 meter of the drip line of the tree
 - c. Pre-load blocks are to be established 1 meter outside the drip line of the tree
 - d. The location of the TPZ fence is to be approved by the Project Arborist
6. **2 Birch, 1 Spruce and 1 Douglas fir tree along West property line near Tree # 4109:**
 - a. Pre-load concrete blocks are to be established at property line
 - b. Establish a TPZ fence at property line after the pre-load concrete blocks are removed from site
7. The Project Arborist should monitor demolition and construction activities on the site and provide regular due diligence reports
8. Additional tree preservation specifications are listed in Appendix 4 of this report

Native Birch trees located at the rear (North) half of the property:

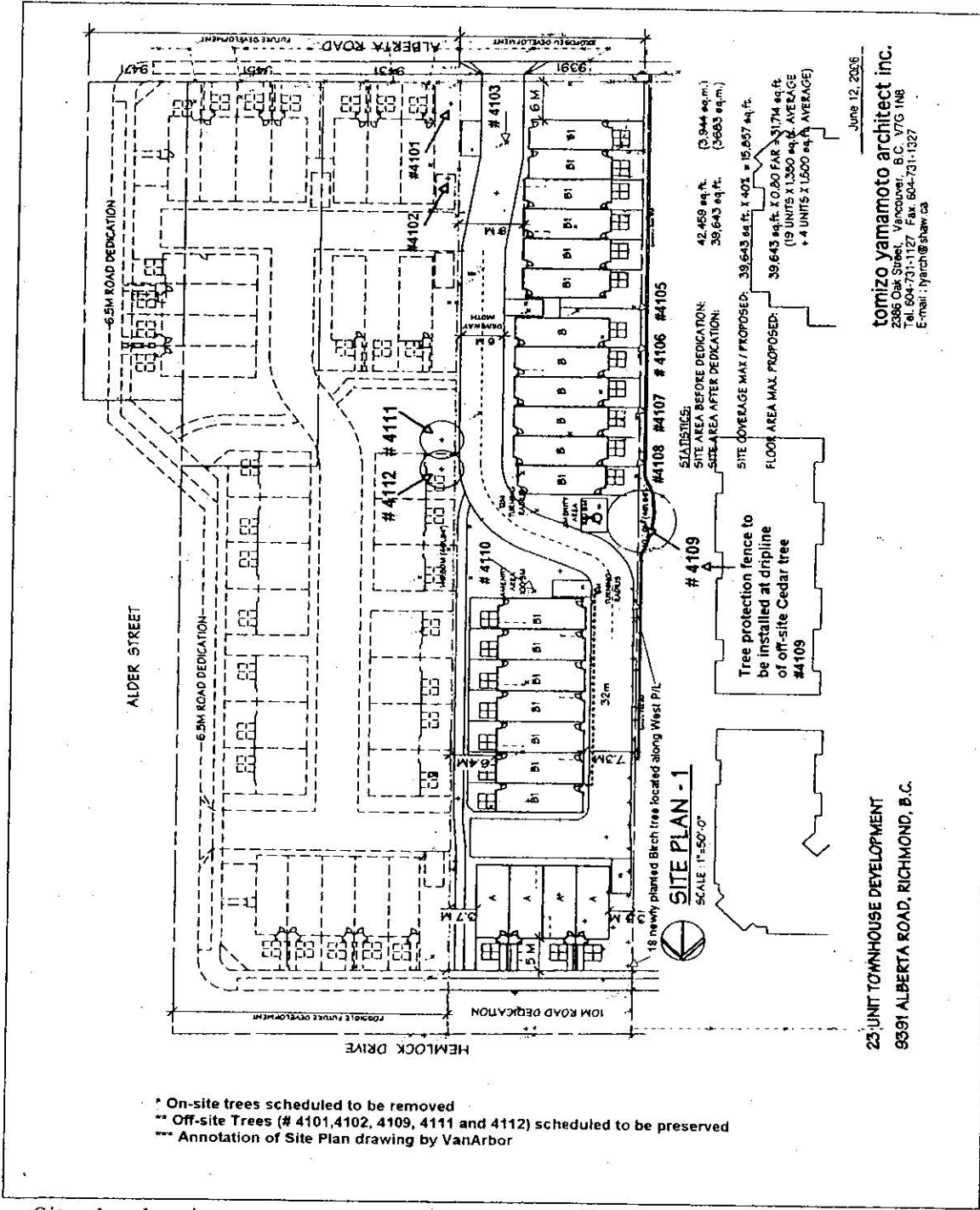
There are approximately 25 significant sized Birch trees located at the rear (North side) of the proposed building lot. These native trees are in poor condition and not worthy of preservation on a new development site. It is **recommended** the existing native Birch trees be removed to enable the proposed development.

On-site specimen trees newly planted along the West property line:

There are 18 newly planted Birch trees located along the West property line. These trees are relatively small and are not considered "significant sized" trees at this time. They range in size between 5 – 7 cm caliper (measured 15 cm above base) and stand approximately 3.5 meters tall. These trees were likely installed when the neighbouring Strata development to the West was established. The trees appear to conflict with the proposed roadway. The proponent of the development may consider removing the trees or digging-up (in accordance to best management practices) and transplanted to another location.

Please contact Ken Bell, P.Ag. at (604) 230-2462 if there are any questions regarding this report or any other matter regarding trees.

Appendix 1
Tree Survey Site Plan
9391 Alberta Road
Richmond, BC



• Site plan drawing may not be scale

Appendix 2

Tree Survey

9391 Alberta Road
Richmond, BC

Field review: October 11, 2005

Tree #	Species	DBH ¹ (cm)	Condition rating	Crown Spread ² (m)	Observations
4101	Austrian pine	≈ 42	Good	4.5	<ul style="list-style-type: none"> Tree located on neighbouring lot English ivy growing up trunk Tree is to be preserved
4102	Austrian pine	40.0	Good	5.0	<ul style="list-style-type: none"> Tree located on neighbouring lot Tree is to be preserved
4103	Colorado Blue Spruce	29.3	Good	3.0	<ul style="list-style-type: none"> Excellent specimen tree ≈ 9 m tall
4104	Malus spp.	≤ 15 cal	Moderate	4.0	<ul style="list-style-type: none"> Multi-trunk small tree; not considered significant sized trees
4105	Malus spp.	≤ 15 cal	Moderate	3.0	
4106	Malus spp.	≤ 15 cal	Moderate	3.0	
4107	Malus spp.	≤ 15 cal	Moderate	4.5	
4108	Cherry	≤ 10 cal	Moderate	2.0	<ul style="list-style-type: none"> Small tree; not significant size
4109	Western red cedar	41.4	Good	5.0	<ul style="list-style-type: none"> Tree located on neighbouring lot near property line. Tree is to be preserved
4110	Cherry	51.4	Moderate – good	6.0	<ul style="list-style-type: none"> Tree located in proposed building envelope
4111	Austrian pine	43.4	Moderate	3.0	<ul style="list-style-type: none"> Tree located on neighbouring lot Tree has bow sweep root crown with orientation towards proposed development Tree is to be preserved
4112	Austrian pine	40.5	Moderate	3.0	<ul style="list-style-type: none"> Tree located on neighbouring lot Tree has bow sweep root crown with orientation towards proposed development Tree is to be preserved
<ul style="list-style-type: none"> ≈ 25 Birch trees located at the rear of the lot. Trees are growing wild and in various states of decline. There are no specimen trees worthy of preservation 					
<ul style="list-style-type: none"> There are 18 Birch trees and 2 Douglas fir trees located on the neighboring lot near the property line. These are relatively small trees that were newly planted when the neighbouring Strata complex was constructed. Many of the trees are covered in brambles and have not been subject to high maintenance. 					

¹ DBH = diameter breast height measurement of tree (cm) measured 1.4 meters above base

² Crown spread is the approximate radial distance (meters) of the crown, from the tree trunk

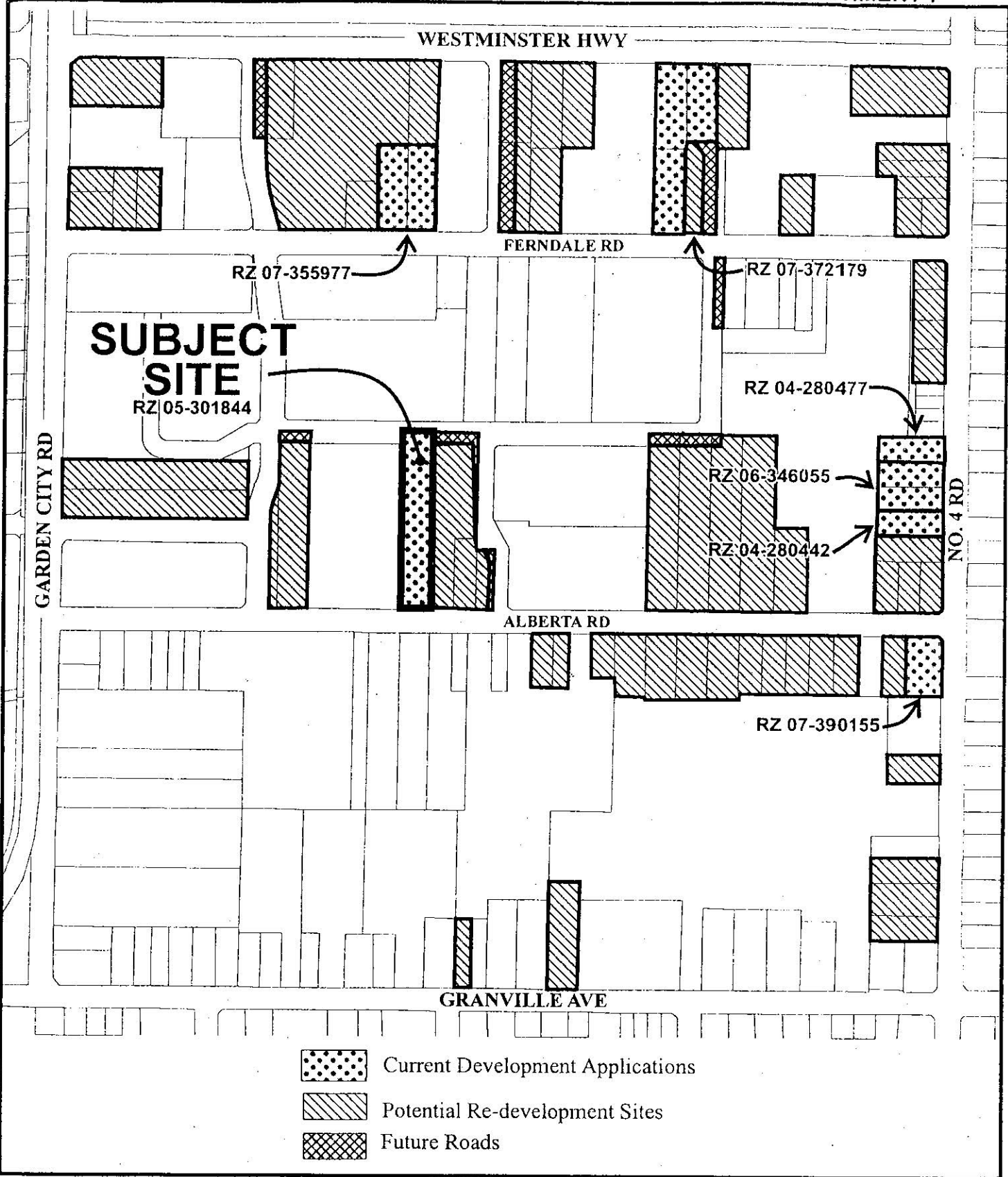
Appendix 3

Summary of On-site Trees Recommended for Removal

- Information may be used to calculate the number of replacement trees in accordance to City of Richmond Tree Preservation By-law No. 8014

Tree #	Species	DBH (cm)
4103	Colorado Blue Spruce	29.3
4104	Malus spp.	≤ 15 caliper
4105	Malus spp.	≤ 15 caliper
4106	Malus spp.	≤ 15 caliper
4107	Malus spp.	≤ 15 caliper
4108	Cherry	≤ 10 caliper
4110	Cherry	51.4

- ≈ 25 Birch trees located at the rear of the lot. The significant sized trees (≥ 30 cm DBH) are growing wild and in various states of decline.
- There are 18 Birch trees and 2 Douglas fir trees located on the neighboring lot near the property line. These are relatively small trees that were newly planted when the neighbouring Strata complex was constructed. Many of the trees are covered in brambles and have not been subject to high maintenance.

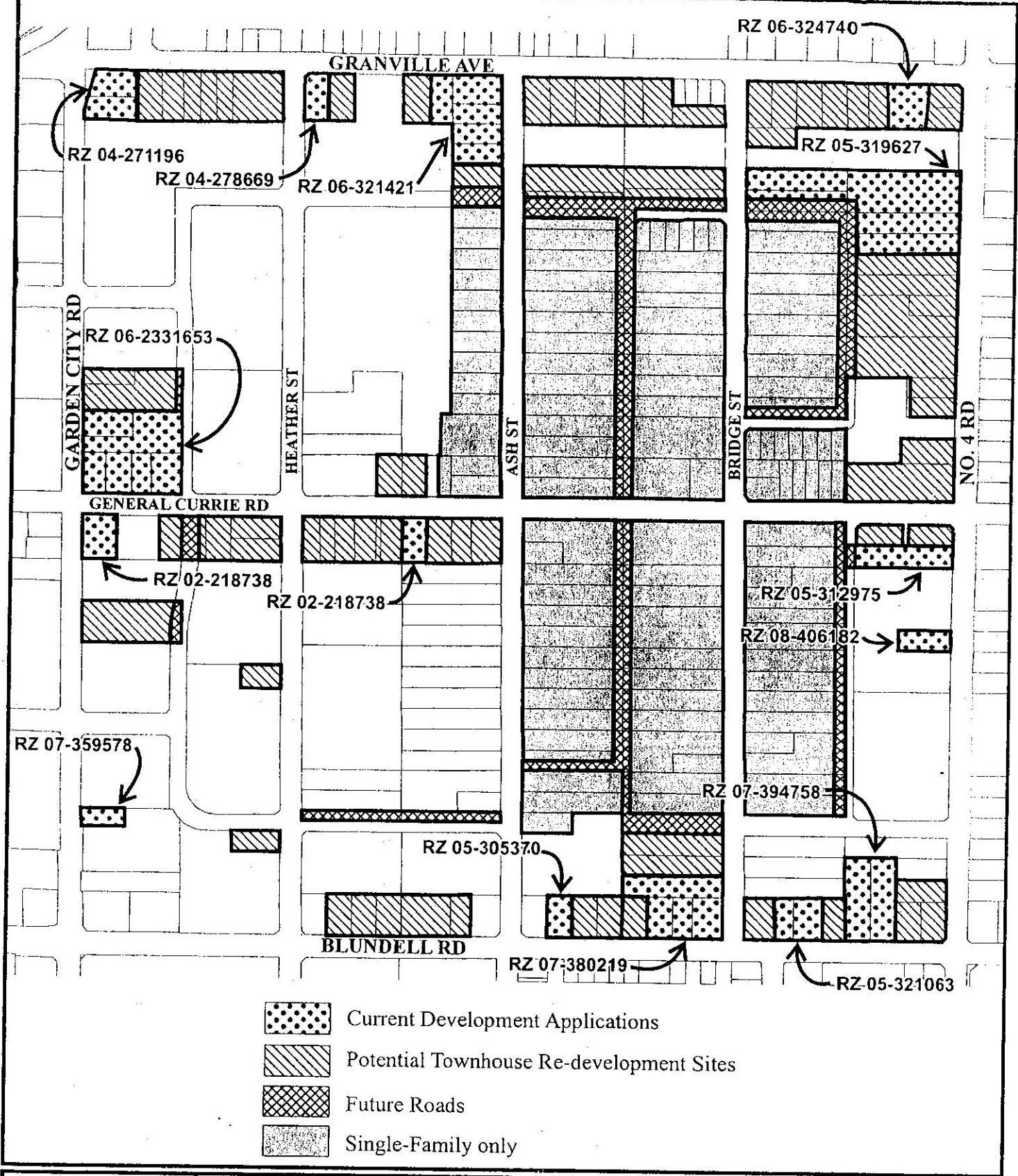


McLennan North Sub-Area Undeveloped Parcels

Original Date: 10/26/06

Amended Date: 03/03/08

Note: Dimensions are in METRES



McLennan South Sub-Area Undeveloped Parcels

Original Date: 10/26/06

Amended Date: 03/03/08

Note: Dimensions are in METRES

Rezoning Considerations

9391 Alberta Road
RZ 05-301844

Prior to final adoption of Zoning Amendment Bylaw 8046, the developer is required to complete the following:

- Dedication of 10m at the rear of the site for future Hemlock Drive;
- Registration of a cross access easement, granting 9431 Alberta Road and any consolidation thereof vehicular access upon redevelopment;
- Registration of an Airport noise sensitive land use covenant on title;
- Registration of a Flood Indemnity Covenant on title;
- Registration of a Covenant on title to prohibit the conversion of Tandem Parking Spaces into Habitable Space;
- Discharge of Covenant AB141357 registered on title, obtained to permit construction of existing dwelling on site prior to demolition of previous dwelling on site (since demolished);
- Payment in lieu of providing indoor amenity space in the amount of \$27,000 towards the development of the Garden City Park;
- City acceptance of a voluntary contribution of \$0.60 per buildable sq. ft. (e.g., \$20,456) towards the City's Affordable Housing Reserve Fund and execution of a legal agreement confirming the terms of the contribution and provision of the contribution;
- Contribution of the proportionate amount of approximately \$61,484.66 to the storm sewer upgrades along Garden City Road, from Lansdowne Road to Westminster Highway;
- Adoption of Zoning Amendment Bylaw No. 7948 to reduce the minimum lot size from 0.405 ha (1 ac.) to 0.16 ha (0.40 ac.) in Comprehensive Development District (CD/128);
- Enter into a Standard Service Agreement* to design and construct 10 m of Hemlock frontage and to complete the Alberta frontage. Works are to be an extension of SA97-119341 done immediately west on both edges. Works are at the developer's sole cost, with no DCC credits applicable. Alberta Road works include, but not limited to, road widening, curb and gutter, creation of a grass and treed boulevard, with Zed street lighting and BC Hydro and Telus pre-ducting all in the same corridor, with a 1.75m sidewalk at the property line. Hemlock Drive half-road construction: Works include, but not limited to, a 1.75m concrete sidewalk at property line, with a 4.25m grass and treed boulevard, Zed street lighting and a BC Hydro/Telus ducting corridor included, the curb and gutter, and a 3.8m+/- asphalt surface, the easterly portion of which will match up with existing Hemlock Drive.
- Additionally, with the Service Agreement*, above:
 - An up to date storm analysis is required to the major conveyance. The frontage (typically existing manhole to manhole) must be upgraded to a min. 600 mm by the developer, as per City requirements;

ATTACHMENT 9

- An up to date sanitary analysis is required to the Alberta Road sanitary pump station. The frontage (typically existing manhole to manhole) must be upgraded to a min. 200 mm by the developer, as per City requirements;
- Using the OCP 2021 Maximum Day Model, there is 358. L/s available at 20 psi residual. Based on the proposed rezoning, the site requires a minimum of 200 L/s. Water analysis is not required. However, once the applicant has confirmed the building design at the Building Permit stage, the applicant must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow; and
- Processing of a Development Permit* to the satisfaction of the Director of Development.

Then prior to the 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 MMCO Traffic Regulation Section 01570 (<http://www.richmond.ca/services/ttp/special.htm>).

* Note: This requires a separate application.

[Signed original on file]

Signed _____

Date _____



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8242**

The Council of the City of Richmond, in open meeting assembled, enacts the following amendments to the **Richmond Official Community Plan Bylaw No. 7100**:

1. Schedule 2.10C (McLennan North Sub-Area Plan) is amended at Section 3.1 (Residential Land Use), by adding the following after Objective 1 and Policies:

“OBJECTIVE 2

To encourage new townhouse and multi-family developments of sufficient site assembly size, including area and frontage, to support high quality development.

POLICIES:

- a) Provide opportunities for adjacent underdeveloped sites to redevelop in the future in accordance with the Area Plan and to avoid the creation of isolated (orphaned) lots with reduced development potential;
- b) Allow for the orderly and timely completion of the Sub-Area road network;
- c) Ensure that traffic impacts are minimized and access to adjacent properties is provided; and
- d) Provide a recognizable benefit to the area, such as enhanced access and tree retention.”

2. Schedule 2.10C is amended at Section 8.2.1 (Settlement Patterns) by adding the following after paragraph c):

“d) Encourage new townhouse and multi-family developments of sufficient site assembly size, including area and frontage, to support high quality development. To achieve this goal, new townhouse and multi-family development sites should:

- i) Along major arterial roads – Incorporate a minimum frontage width of 50 m and a minimum lot area of 2000 m² (0.5 acres);
- ii) Along local or collector roads - Incorporate a minimum frontage width of 40 m and a minimum lot area of 2000 m² (0.5 acres);
- iii) Avoid creating orphaned assembly sites with minimum frontages and minimum lot areas less than those established above; and
- iv) New development may deviate from the minimum site assembly sizes where:

- An existing lot is isolated (orphaned) and is not able to consolidate with adjacent properties (e.g., surrounding lots recently developed in accordance with Area Plan designation);
- It can be demonstrated that high quality development can be achieved in full compliance with Area Plan Policies, Objectives and Development Permit Guidelines;
- Access along the frontage is not required (e.g., access is provided from a City lane or Right-of-Way or through a registered cross access through an adjacent site), and the proposed development will promote a high quality pedestrian environment along the fronting street;
- The development supports the orderly and timely completion of the Sub-Area road networks; and
- The proposed development provides a recognizable benefit to the area, such as enhanced access and tree retention.

3. Schedule 2.10D (McLennan South Sub-Area Plan) is amended at Section 3.0 (Neighbourhoods & Housing) by adding the following after Objective 1 and Policies:

“OBJECTIVE 2

To encourage new townhouse and multi-family developments of sufficient site assembly size, including area and frontage, to support high quality development.

POLICIES:

- a) Provide opportunities for adjacent underdeveloped sites to redevelop in the future in accordance with the Area Plan and to avoid the creation of isolated (orphaned) lots with reduced development potential;
- b) Allow for the orderly and timely completion of the Sub-Area road network;
- c) Ensure that traffic impacts are minimized and access to adjacent properties is provided; and
- d) Provide a recognizable benefit to the area, such as enhanced access and tree retention.”

4. Schedule 2.10D (McLennan South Sub-Area Plan) is amended at Section 8.2.1 (Settlement Patterns) by adding the following after paragraph c):

“d) Encourage new townhouse and multi-family developments of sufficient site assembly size, including area and frontage, to support high quality development. To achieve this goal, new townhouse and multi-family development sites should:

- i) Along major arterial roads – Incorporate a minimum frontage width of 50 m and a minimum lot area of 2000 m² (0.5 acres);

- ii) Along local or collector roads - Incorporate a minimum frontage width of 40 m and a minimum lot area of 2000 m² (0.5 acres);
- iii) Avoid creating orphaned assembly sites with minimum frontages and minimum lot areas less than those established above; and
- iv) New development may deviate from the minimum site assembly sizes where:
 - An existing lot is isolated (orphaned) and is not able to consolidate with adjacent properties (e.g., surrounding lots recently developed in accordance with Area Plan designation);
 - It can be demonstrated that high quality development can be achieved in full compliance with Area Plan Policies, Objectives and Development Permit Guidelines;
 - Access along the frontage is not required (e.g., access is provided from a City lane or Right-of-Way or through a registered cross access through an adjacent site), and the proposed development will promote a high quality pedestrian environment along the fronting street;
 - The development supports the orderly and timely completion of the Sub-Area road networks; and
 - The proposed development provides a recognizable benefit to the area, such as enhanced access and tree retention."

5. This Bylaw is cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw No. 8242"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED to legality by Solicitor



City of Richmond

Bylaw 8046

**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8046 (RZ 05-301844)
9391 ALBERTA ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/128)**.

P.I.D. 003-652-947

Parcel "A" (RD15873E) Lot 23 Block "B" Section 10 Block 4 North Range 6 West New Westminster District Plan 1305

2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8046**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER



