



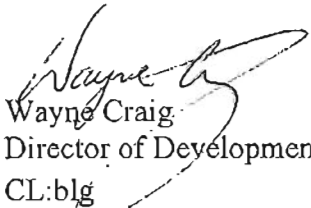
City of Richmond

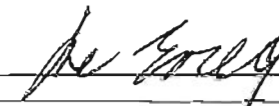

To Council - Oct 28, 2013
Report to Committee
TO OPEN PLAN - OCT. 22, 2013

To: Planning Committee **Date:** October 15, 2013
From: Wayne Craig **File:** 08-4045-20-12/2013
 Director of Development -Vol 01
Re: Bridgeport Area Plan Amendment Bylaw 9024 - McKessock Neighbourhood

Staff Recommendation

- 1) That Richmond Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw 9024, to amend the Bridgeport Area Plan (Schedule 2.12) with respect to the land use designations in the McKessock Neighbourhood, be introduced and given first reading.
- 2) That Bylaw 9024, having been considered in conjunction with:
 - a) The City's Financial Plan and Capital Program; and
 - b) The Metro 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 9024, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, be referred to the:
 - a) Vancouver International Airport Authority for formal comment; and
 - b) Board of Education School District No. 38 (Richmond) for information on or before the Public Hearing on November 18, 2013.
- 4) That the Public Hearing notification area be extended to that area shown on the first page of Attachment 2.


 Wayne Craig
 Director of Development
 CL:blg

REPORT CONCURRENCE		
ROUTED TO: Policy Planning Transportation	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER 
REVIEWED BY DIRECTORS	INITIALS: DW	APPROVED BY CAO 

Staff Report

Origin

On November 13, 2012 Council passed the following referral motion:

“That staff be directed to conduct public consultation beginning in January 2013 with the owners and residents of properties identified in a specified notification area within the Bridgeport planning area (as shown on Attachment 6 to the staff report dated October 9, 2012, from the Director of Development), for the purpose of exploring:

- a) land use options for future redevelopment of those properties shown hatched on Attachment 6; and*
- b) road alignment options for the extension of McKessock Place.”*

The purpose of this report is to:

- 1) Summarize the results of the public consultation process.
- 2) Recommend a land use and road alignment option for the Study Area.

For the purpose of this report, the Study Area will be referred to as the McKessock Neighbourhood, which is that area generally between Bridgeport Road, McKessock Avenue and Shell Road (**Attachment 1**).

Findings of Fact

A Public Open House was held at Tait Elementary School on January 24, 2013 from 7:00 pm to 9:00 pm, to consult with residents of the McKessock Neighbourhood, as directed by Council. Prior to the Open House, notification letters were sent to all of the property owners and residents in the McKessock Neighbourhood, and a notice regarding the Open House was also published in the local newspaper on January 23, 2013.

Staff from the Development Applications, Transportation and Engineering Planning departments were in attendance at the Open House to answer questions. **Attachment 2** is a copy of the presentation boards that were available at the Open House, and which were also available on the City’s web site. Interested members of the public were asked to complete a Comment Sheet indicating their preference for one of the concepts presented or to propose other options.

The McKessock Neighbourhood currently consists of 11 properties designated in the Area Plan and zoned for single-family dwellings, and which are included in Lot Size Policy 5448. The Lot Size Policy allows for:

- Lots on McKessock Avenue and a future extension to McKessock Place to rezone and subdivide to “Single Detached (RS2/B)” (i.e., 12 m wide lots).
- Lots on Bridgeport Road and Shell Road to rezone and subdivide to “Single Detached (RS2/D)” (i.e., 15 m wide lots), unless there is a lane or internal road access, in which case “Single Detached (RS2/B)” is allowed.

The three concepts presented at the Open House and on the City's website regarding future land use and road alignment options for the McKessock Neighbourhood, were:

Concept 1: *Single-family development under the existing Single-Family Lot Size Policy i.e., RS2/B zoning and subdivision (12 m wide lots and 360 m² area), and with a rear lane for those lots fronting Bridgeport Road.*

Concept 2: *Single-family development under an amended Single-Family Lot Size Policy i.e., RS2/B zoning and subdivision for interior lots (12 m wide lots and 360 m² area), and RC2 zoning and subdivision with a rear lane for those lots fronting Bridgeport Road (9 m wide lots and 270 m² area).*

Concept 3: *Townhouses and single-family development under the existing Single-Family Lot Size Policy i.e., townhouses along Bridgeport Road and RS2/B zoning and subdivision with a cul-de-sac on McKessock Place.*

Attachment 3 is a summary of the comments received from the public, and includes:

- 11 responses in total; seven (7) respondents from within the McKessock Neighbourhood.
- Some respondents indicated more than one (1) preference.
- One (1) preference for Concept 1 (RS2/B under existing Lot Size Policy).
- Two (2) preferences for Concept 2 (RS2/B and RC2 under an amended Lot Size Policy).
- Seven (7) preferences for Concept 3 (Townhouses and RS2/B under existing Lot Size Policy).
- One (1) preference for an alternative concept that does not comply with City regulations or the Land Title Act.
- Three (3) identified an alternative preference for commercial uses (i.e., convenience shopping, bank, restaurant, office, etc.) for the entire south portion of the Study Area.

Analysis

The single-family lots fronting McKessock Place were created in 1994. Since that time, the intent has been that McKessock Place would be extended to the south and end in a cul-de-sac to access future single-family lots, with a secondary emergency access out to either McKessock Avenue or Shell Road. The existing Single-Family Lot Size Policy, which was originally adopted by Council in 1991, allows lots within the McKessock Neighbourhood to be subdivided into smaller lots of 12 m wide lots and 360 m² in area, provided that properties fronting Bridgeport Road and Shell Road have access to a rear lane or internal road. Since 1994, only three (3) sites in the immediate area have been able to rezone and subdivide, creating seven (7) new lots; with all of them being on the west side of McKessock Avenue. Specifically:

- 2351, 2355 and 2371 McKessock Avenue were created in 1994.
- 2477 and 2491 McKessock Avenue, as well as 10631 and 10633 Bridgeport Road were created in 2002 with a rear lane parallel to Bridgeport Road.
- 2431, 2433 and 2439 McKessock Avenue were created in 2009.

As McKessock Place has not been extended to the south, several property owners have decided to build new single-family houses on their lots instead of waiting to redevelop their properties. New houses have recently been built at:

- 2851 Shell Road in 2006.
- 2831 Shell Road in 2011.
- 2731 Shell Road in 2012.
- 10811 Bridgeport Road in 2012, which makes the dedication of a rear lane parallel to Shell Road very difficult to achieve.

A rezoning and subdivision application was submitted for 2420 and 2400 McKessock Avenue in 2012 to enable the creation of two (2) RS2/B lots fronting McKessock Avenue, consistent with the Lot Size Policy (RZ 12- 610919). The rezoning bylaw associated with this application was given third reading at the Public Hearing held on December 17, 2012. The agent representing the proposal intends to proceed with the rezoning and subdivision applications.

Attachment 4 provides a visual picture of the history of rezoning, subdivision and building permit applications in the neighbourhood. One of the key sentiments that staff have heard from the property owners and residents in this neighbourhood is that they do not want their development potential being held up any longer or limited by the proposed extension of McKessock Place.

Staff is proposing a modified version of Concept 3 from the Open House, as another option in this area. This option is described in further detail in the next section and in the proposed policy amendments to the Bridgeport Area Plan, and is shown in **Attachment 5**. This option encourages the north portion of the McKessock Neighbourhood to develop for single-family lots in accordance with the existing Lot Size Policy, but also provides the flexibility to consider the “backlands” of lots fronting McKessock Avenue and Shell Road to be assembled in whole or in part with a proposal for townhouses fronting Bridgeport Road, subject to specific development requirements. This option is proposed for the following reasons:

- The lots fronting Bridgeport Road (three [3] of which are approximately 60 m or 195 ft. deep) could be redeveloped with a common driveway access (not a lane) off McKessock Avenue or Shell Road.
- Some property owners and attendees at the Open House expressed support for the backlands of the lots fronting McKessock Avenue and Shell Road to be considered for future development to townhouses in addition to those fronting Bridgeport Road.
- A secondary emergency access from McKessock Place could be provided through such townhouse development.
- The townhouse designation would allow rezoning and development to proceed in the neighbourhood without the extension of McKessock Place.

Staff has reviewed the option of commercial uses in the area, as suggested by three (3) respondents, and do not support this land use for the following reasons:

- North Richmond has sufficient land designated for commercial purposes in the 2041 OCP to meet the projected demand to the year 2041.
- There is already sufficient commercial land in this neighbourhood to serve the Tait residential community and Bridgeport area.
- New direct access off Bridgeport Road, likely desired by commercial development, is not supported by staff because Bridgeport Road is a major arterial roadway with relatively high traffic volumes, and therefore new access should be discouraged.

Similarly, staff does not support the one other alternative concept proposed by the owner of 2380 McKessock Avenue (shown on the third page of **Attachment 3**), because:

- It proposes that all of the development be serviced with lanes, which does not comply with City regulations or the Land Title Act (e.g., the lane would not be wide enough for all of the City services; emergency vehicles would not be able to access the various lots; no sidewalks or pedestrian access would be provided to the homes).
- This alternative creates a substantial amount of asphalt surface that the City would have to maintain because the lanes would be under municipal jurisdiction.
- This proposal does not enable the extension of McKessock Place or a turnaround for vehicles (which has always been envisioned for this street with any redevelopment proposal).

On the basis of the feedback received from the McKessock Neighbourhood public consultation process, and an analysis of the results and development history of the neighbourhood, staff recommends that:

1. The Bridgeport Area Plan be amended to change the land use designation of the area south of McKessock Place between Bridgeport Road, McKessock Avenue and Shell Road (as shown in **Attachment 5**), from “Residential (Single-Family)” to two new designations entitled:
 - a. “Residential Area 1”; and
 - b. “Residential Area 2”;

subject to the new policies described in sections below.

2. New policies be included in the Neighbourhoods & Housing section of the Bridgeport Area Plan to permit the land in “Residential Area 1” to be developed primarily for Single-Family lots (as per Lot Size Policy 5448).

Low density townhouses in “Residential Area 1” may be considered, subject to the following development requirements:

- a. Permitted Density**
 - i. The maximum floor area ratio (FAR) is 0.40. This may be increased to a higher density of 0.60 subject to compliance with the City's Affordable Housing Strategy.
 - b. Land Assembly/Adjoining Area**
 - i. Involve a minimum land assembly of 3,000 m².
 - ii. Involve a land assembly with at least 50 m frontage on Bridgeport Road.
 - iii. Involve a land assembly with at least 40 m frontage on Shell Road.
 - c. Residual Sites**
 - i. Residual sites should be avoided.
 - ii. Where a residual site is permitted, the residual site must enable viable future townhouse development with frontage to Shell Road, as demonstrated through a preliminary plan presented with the prior rezoning.
 - d. Access**
 - i. Vehicle access may be preferably off McKessock Avenue or secondly, off Shell Road (with no primary access permitted off McKessock Place).
 - ii. Vehicle access off Bridgeport Road is discouraged.
 - iii. Pedestrian connectivity is to be coordinated between development sites by means of a statutory right-of-way or other suitable arrangement acceptable to the City, to provide a linkage between McKessock Place and Bridgeport Road.
3. New policies be included in the Neighbourhood & Housing section of the Bridgeport Area Plan to permit the land in "Residential Area 2" to be developed for low density townhouses, subject to the following development requirements:
 - a. Permitted Density**
 - i. The maximum floor area ratio (FAR) is 0.40. This may be increased to a higher density of 0.60 subject to compliance with the City's Affordable Housing Strategy.
 - b. Land Assembly**
 - i. Involve a minimum land assembly of 2,500 m².
 - ii. Involve a land assembly with at least 50 m frontage on Bridgeport Road.
 - c. Residual Sites**
 - i. Residual sites should be avoided.
 - ii. Where a residual site is permitted, the residual site must enable viable future townhouse development with frontage on McKessock Avenue or Shell Road, as demonstrated through a preliminary plan presented with the prior rezoning.

d. Access

- i. Vehicle access may be preferably off McKessock Avenue or secondly, off Shell Road (with no primary access permitted off McKessock Place).
- ii. Vehicle access off Bridgeport Road is discouraged.
- iii. Pedestrian connectivity is to be coordinated between development sites by means of a statutory right-of-way or other suitable arrangement acceptable to the City, to provide a linkage between McKessock Place and Bridgeport Road.

4. New policies be included in the Transportation section of the Bridgeport Area Plan that:

- a. If the land adjacent to McKessock Place is developed for Single-Family lots (as per the Lot Size Policy), McKessock Place is to end in a cul-de-sac, with a secondary emergency access to Shell Road.
- b. If the land adjacent to McKessock Place is developed for Low Density Townhouses, McKessock Place is to have an adequate turnaround for vehicles and a secondary emergency access, as approved by the Director of Transportation.

Consultation with Vancouver International Airport Authority & Board of Education School District No. 38

The proposed amendment to the Bridgeport Area Plan was referred to the Vancouver International Airport Authority (YVR) as a courtesy. On May 15, 2013, YVR provided comments on the proposed amendment (**Attachment 6**). Their response stated that, as the McKessock Neighbourhood area is located just outside the Noise Exposure Forecast 30 Contour and is exposed to aircraft noise and low level aircraft over-flights, they are supportive of the City's standard requirements for registration of aircraft noise sensitive use covenants on title and noise attenuation in dwelling units under the City's Aircraft Noise Sensitive Development Policy.

The proposed amendment to the Bridgeport Area Plan to include townhouse development in the McKessock Neighbourhood will allow for greater aircraft noise mitigation through the Development Permit application process.

If given first reading by Council, staff recommends that the proposed amendment again be referred to YVR for comment prior to the Public Hearing.

Prior to the Public Hearing, it is also recommended that the bylaw be referred to the Board of Education School District No. 38 (Richmond) for information, as the proposed Area Plan amendment involves only a few residential lots, which are well below the requirement of 295 new dwelling units for a formal referral.

Financial Impact

None.

Conclusion

Council directed staff to conduct public consultation regarding land use and road alignment options for the McKessock Neighbourhood. The majority of the respondents from the neighbourhood who participated in the Open House held January 24, 2013, support single-family and townhouse development. It is proposed that the Bridgeport Area Plan be amended to allow this greater flexibility in the McKessock Neighbourhood.

Staff recommends that Bylaw 9024, to amend The Bridgeport Area Plan Schedule 2.12 of Richmond Official Community Plan Bylaw 7100 be introduced and given first reading, and that the Public Hearing notification area be extended to that area shown on the first page of **Attachment 2**.



Cynthia Lussier
Planning Technician
(604-276-4108)

CL:blg

Attachments:

Attachment 1: Location Map – the McKessock Neighbourhood

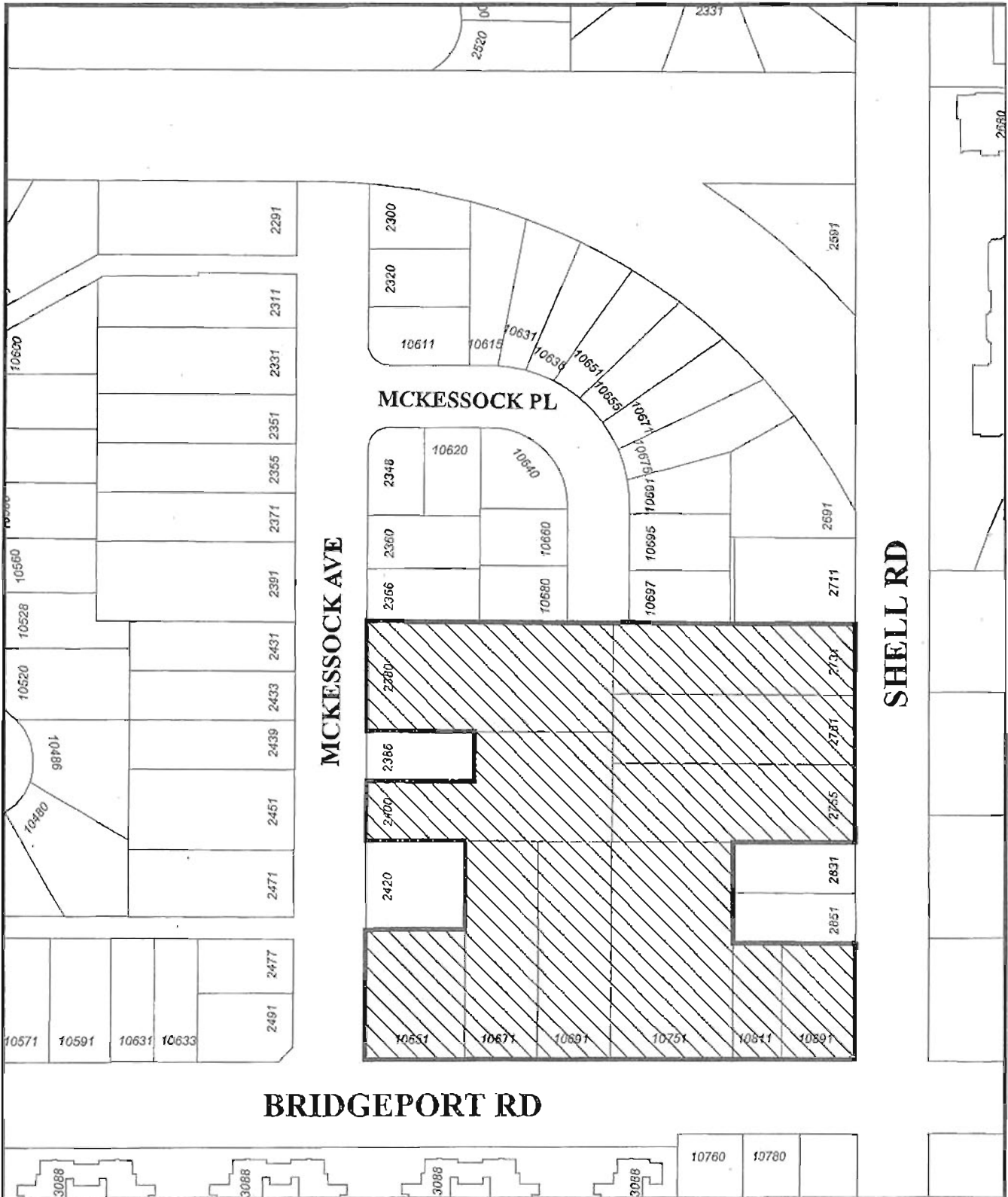
Attachment 2: Open House Presentation Boards

Attachment 3: Summary of feedback received at Open House and a concept submitted by one respondent

Attachment 4: Conceptual map showing the history of rezoning, subdivision and Building Permit applications in the neighbourhood

Attachment 5: Map showing proposed amendment to Bridgeport Area Plan

Attachment 6: Response from Vancouver International Airport Authority



BRIDGEPORT RD

MCKESSOCK AVE

MCKESSOCK PL

SHELL RD

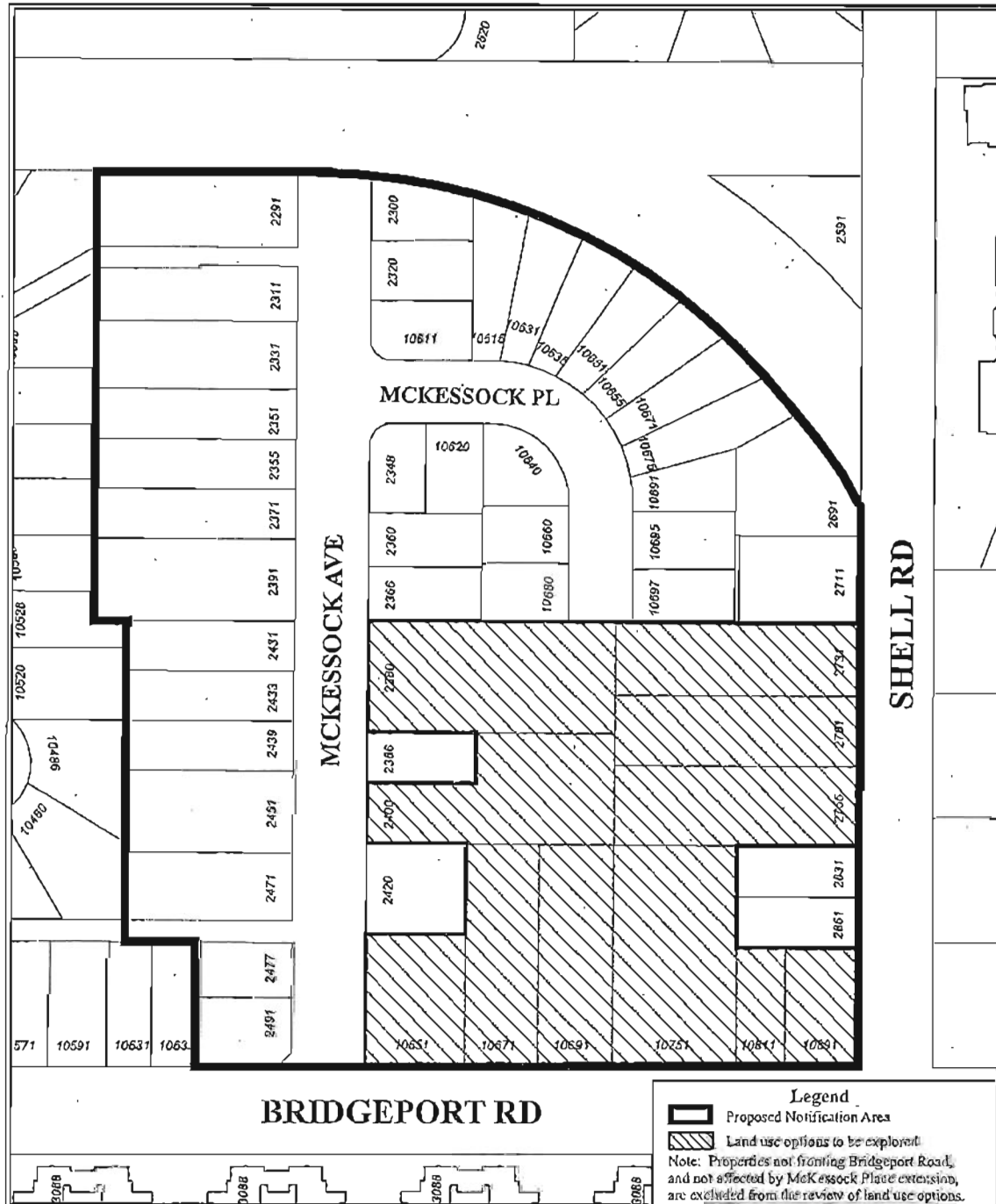


Study Area Location Map
 McKessock Neighbourhood

Original Date: 08/20/13
 Revision Date:
 Note: Dimensions are in METRES

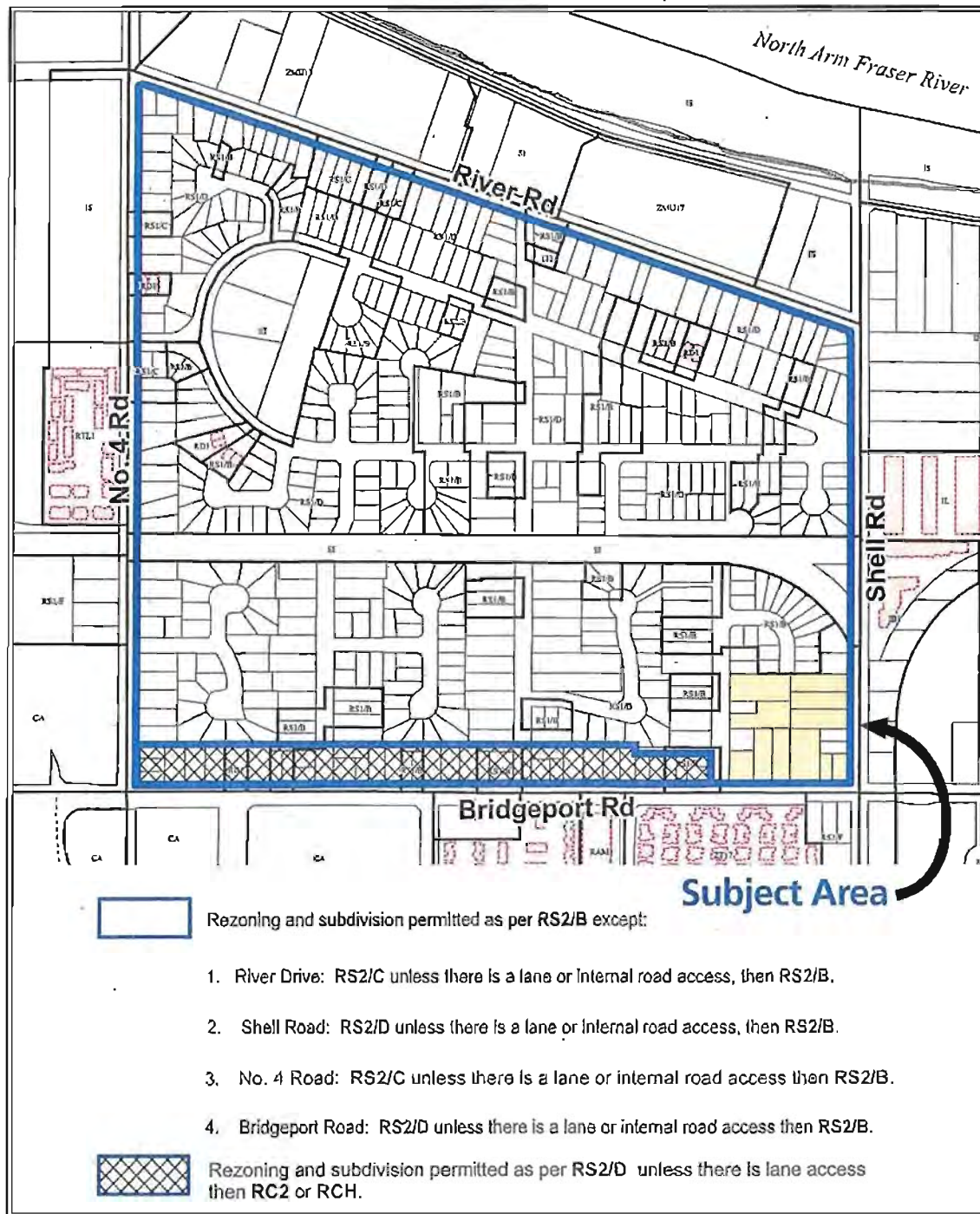
Neighbourhood Open House McKessock/Bridgeport/Shell

Notification Area and Subject Area



Neighbourhood Open House McKessock/Bridgeport/Shell

Single Family Lot Size Policy



Neighbourhood Open House McKessock/Bridgeport/Shell

Water Service Lines



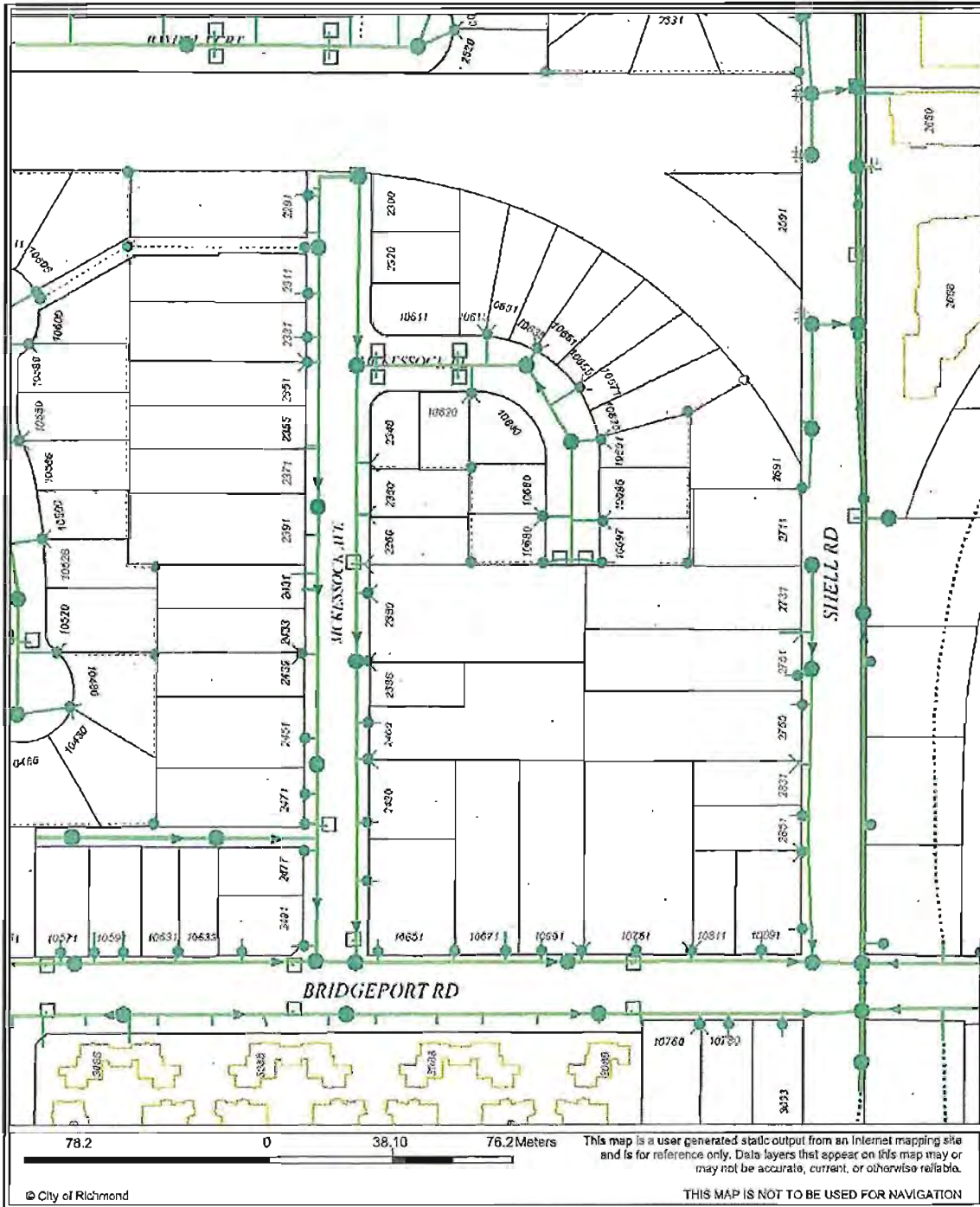
Neighbourhood Open House McKessock/Bridgeport/Shell

Right-of-Ways and Sanitary Sewer Service Lines



Neighbourhood Open House McKessock/Bridgeport/Shell

Drainage Service Lines



Neighbourhood Open House McKessock/Bridgeport/Shell

Concept 2 — Single Detached Redevelopment with compact lots on Bridgeport Road* (minimum 270 m²)



* Requires Lot Size Policy amendment

Summary of feedback received at the Public Open House – January 24, 2013

1. In guiding future redevelopment of the properties shown hatched (on the display boards):		
• I prefer Concept # 1	# Responses 1	Notes: • Response: "Either '1' or '2', not '3'- townhouses. (It) would change area, plus pressure on school and traffic on Shell and Bridgeport".
• I prefer Concept # 2	2	Notes: N/A
• I prefer Concept # 3	7	Notes: • Response: "Concept # 3... is acceptable...it might be possible to add the middle area of the back(lands) to the townhouse area." • Response: "It would utilize the full amount of property with less land waste. It also keeps continuity with what is already in place across on (the) south side of Bridgeport (Road). The back half would allow single dwellings without creating more traffic exiting onto Bridgeport Road." • Response: "There should be a walkway along the west side of Shell Road between River Drive and Bridgeport Road. Even if said walkway was blacktop."
2. I propose the following alternative concept to guide future redevelopment of the subject properties:		
• "(along Bridgeport Road north) to 2380 McKessock Avenue and 2731 Shell Road try commercial".		
• "We'd like to propose that Bridgeport Road is a busy location. It's good for commercial".		
• "I prefer the property to be use for commercial use".		
• "I would like to sell approximately half my property on the back side facing the extension of McKessock Place. I don't care how the developer cuts up the (lot)...".		
• There was a proposal for an alternative concept that does not comply with City regulations or the Land Title Act. This proposal is summarized here: – The subject area should redevelop based on the following concepts, which make the best available use of the land, namely: ▪ 12 m x 24 m lots (similar to RS2/B) or Coach House lots backing or fronting onto 6 m-wide lanes (5 m road surface). This would be a system of blocks and lanes, which do not intersect with main roads (block A, B, C, D, E, F, G, H etc.). The proposal is equated with a concept of blocks similar to the Cook Road area of Richmond. The proposal calls for an east-west rear lane running parallel with Bridgeport Road from the east side of McKessock Avenue to Shell Road, which aligns with the rear lane that ends on the west side of McKessock Avenue (e.g. the north side of the proposed new rear lane in this block should align with the north property line of 10811 Bridgeport Road). The proposal asserts that lanes will address safety and servicing for lots on Bridgeport Road. The proposal identifies that new lanes in the subject area should follow existing sanitary sewer right-of-ways. The proposal calls for lanes that run in a north-south direction, as well as an east-west direction within the subject area. ▪ Townhouses north of the north-west corner of Bridgeport Road and Shell Road. ▪ Four-storey apartment buildings with 50+ units, with access to lanes.		
Note: Staff has included the attached map to try to indicate this respondent's two (2) options combined.		




¹ Parentheses indicate the transcriber's words, added for comprehension

- Additional feedback from this respondent not-related to the proposed land use exercise in the subject area, included:
 - When will road improvements on the west and east sides of McKessock Avenue, and on the west side of Shell Road (north of Bridgeport Road) be completed (e.g. curbs, gutters, boulevards, pavement, trees, lights)? The respondent asserts that the City has collected funds for these purposes and that the City should be completing these works. The respondent wonders why this has not been completed since 1983.
 - The respondent has concerns about delayed traffic flow out of the neighbourhood onto Bridgeport Road due to the narrowing of the road width at Bridgeport Road and McKessock Avenue. The writer feels that the road width should be restored to 11 m. The writer identifies preferred lane widths and road widths.
 - The respondent asserts that the City's maps and regulations are incorrect and should be changed.
 - The respondent asserts that the City's regulations do not follow federal regulations and insurance laws of Canada.
 - The respondent identifies that there are fence heights in the neighbourhood that do not comply with City regulations.
 - The respondent asserts that the house height at 2731 Shell Road does not comply with City regulations, and that this is evidenced through comparisons with buildings heights on adjacent lots and with the heights of hydro and telephone poles along Shell Road.
 - The respondent asserts that mechanical equipment, chimneys, and radio antennae on rooftops of commercial buildings east of Shell Road do not comply with City regulations.



BRIDGEPORT RD

LEGEND

-  New Lanes
-  Single-Family Lots
-  Townhouse Development



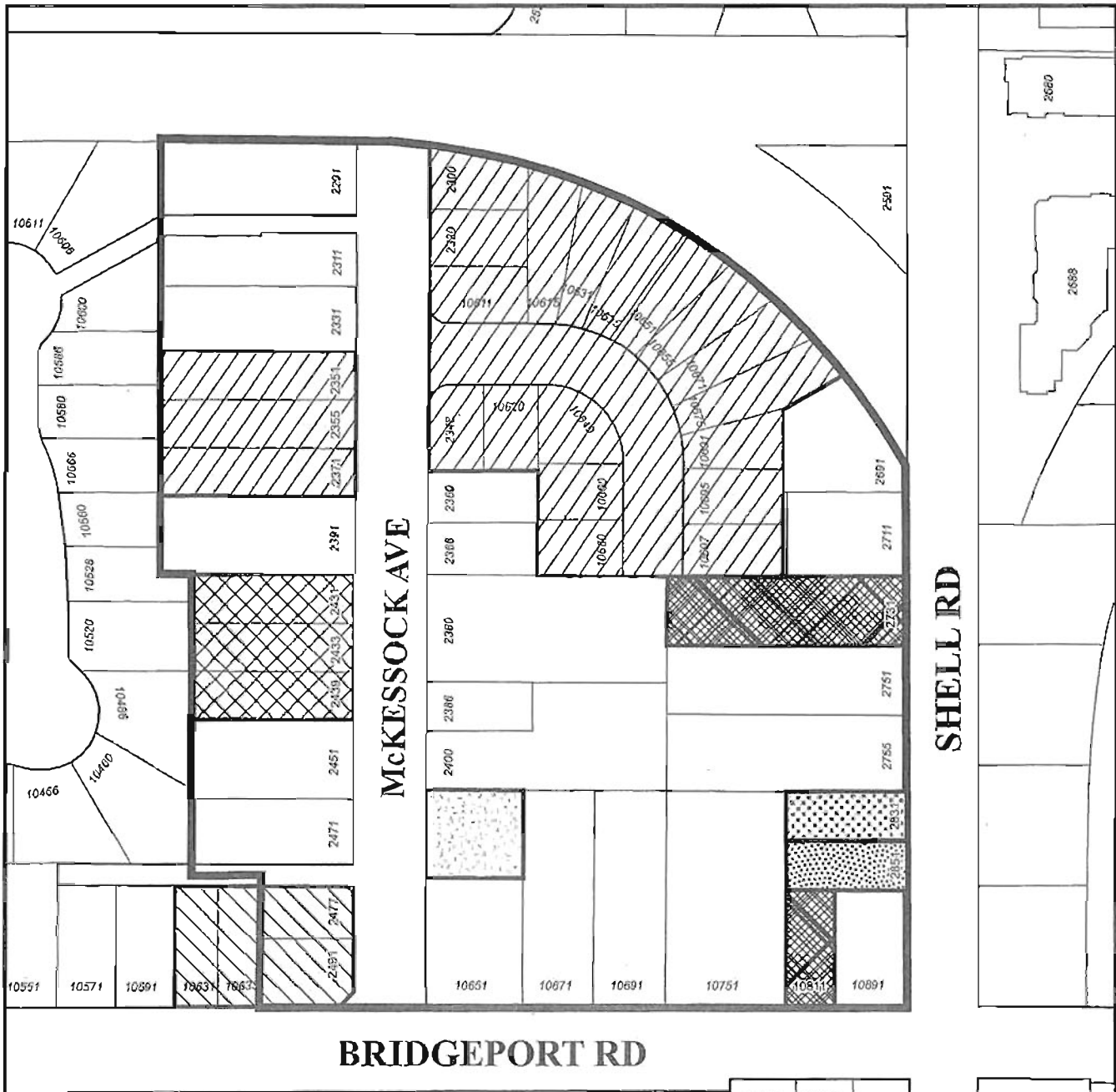
Summary of one respondent's proposed alternative concept

McKessock Neighbourhood

Original Date: 04/11/13

Revision Date: 08/20/13

Note: Dimensions are in METRES



BRIDGEPORT RD

SUBDIVISION

	Pre-1994
	1994
	2002
	2009

LEGEND

BUILDING PERMIT

	2006
	2011
	2012

REZONING

	2012
--	------



Study Area Development History
McKessock Neighbourhood

Original Date: 04/11/13
 Revision Date: 08/20/13
 Note: Dimensions are in METRES



15 May 2013

Mr. Holger Burke
Development Coordinator
CITY OF RICHMOND
6911 No. 3 Road
Richmond, BC V6Y 2C1

Via Fax: (604) 276-4052

Dear Mr. Burke:

RE: Proposed Amendment to the Bridgeport Area Plan (McKessock Neighbourhood)

Thank you for the opportunity to comment on the proposed amendment to the Bridgeport Area Plan for the McKessock Neighbourhood. This proposal was outlined in your letter to Anne Murray, Vice President Community & Environment Affairs – Airport Authority, dated 9 April 2013, and we understand the proposal will change existing land use from residential (single-family) to residential (single family and/or townhouse).

While the McKessock Neighbourhood area is located just outside the Noise Exposure Forecast 3D contour, it is under the extended centerline of the north runway (08L/26R) and is exposed to noise and low level (less than 1,000 feet) aircraft over-flights.

If the City does proceed with this proposal, we support the requirements for covenants, sound insulation, etc. under the City's Aircraft Noise Sensitive Development Policy.

Sincerely yours,

A handwritten signature in black ink that reads 'Mark C. Cheng'.

Mark Christopher Cheng, M.Eng. (mech)
Supervisor – Noise Abatement & Air Quality
Vancouver Airport Authority



**Richmond Official Community Plan (OCP) Bylaw 7100,
Amendment Bylaw 9024
McKessock Neighbourhood - Bridgeport Area Plan**

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

1. Richmond Official Community Plan (OCP) Bylaw 7100, Schedule 2.12 Bridgeport Area Plan, is amended by:
 - a. Repealing the existing land use designation of the area shown in “Schedule A” attached to and forming part of Bylaw 9024, on the Land Use Map in the Bridgeport Area Plan, and designating it:
 - i. “Residential Area 1 (subject to the policies described in Sections 3.1 and 4.0)”; and
 - ii. “Residential Area 2 (subject to the policies described in Sections 3.1 and 4.0)”.
 - b. Replacing the existing Land Use Map in the Bridgeport Area Plan with “Schedule B” attached to and forming part of Bylaw 9024.
 - c. Inserting the following policies under Objective 1 in Section 3.1 and re-lettering the subsequent policies accordingly:
 - “c) Permit the land in “Residential Area 1” to be developed primarily for single-family lots (as per the Lot Size Policy).

Low density townhouses may be considered in “Residential Area 1”, subject to the following development requirements:

i. Permitted Density

- The maximum floor area ratio (FAR) is 0.40. This may be increased to a higher density of 0.60 subject to compliance with the City’s Affordable Housing Strategy.

ii. Land Assembly/Adjoining Area

- Involve a minimum land assembly of 3,000 m².
- Involve a land assembly with at least 50 m frontage on Bridgeport Road.
- Involve a land assembly with at least 40 m frontage on Shell Road.

iii. Residual Sites

- Residual sites should be avoided.
- Where a residual site is permitted, the residual site must enable viable future townhouse development with frontage to Shell Road, as demonstrated through a preliminary plan presented with the prior rezoning.

iv. Access

- Vehicle access may be preferably off McKessock Avenue or secondly, off Shell Road (with no primary access permitted off McKessock Place).
- Vehicle access off Bridgeport Road is discouraged.
- Pedestrian connectivity is to be coordinated between development sites by means of a statutory right-of-way or other suitable arrangement acceptable to the City, to provide a linkage between McKessock Place and Bridgeport Road.

- d) Permit the land in “Residential Area 2” to be developed for low density townhouses, subject to the following development requirements:

i. Permitted Density

- The maximum floor area ratio (FAR) is 0.40. This may be increased to a higher density of 0.60 subject to compliance with the City’s Affordable Housing Strategy.

ii. Land Assembly

- Involve a minimum land assembly of 2,500 m².
- Involve a land assembly with at least 50 m frontage on Bridgeport Road.

iii. Residual Sites

- Residual sites should be avoided.
- Where a residual site is permitted, the residual site must enable viable future townhouse development with frontage on McKessock Avenue or Shell Road, as demonstrated through a preliminary plan presented with the prior rezoning.

iv. Access

- Vehicle access may be preferably off McKessock Avenue or secondly, off Shell Road (with no primary access permitted off McKessock Place).
- Vehicle access off Bridgeport Road is discouraged.
- Pedestrian connectivity is to be coordinated between development sites by means of a statutory right-of-way or other suitable arrangement acceptable to the City, to provide a linkage between McKessock Place and Bridgeport Road.”

- d. Inserting the following policies under Objective 1 in Section 4.0:

- “m) If the land adjacent to McKessock Place is developed for single-family lots (as per the Lot Size Policy), McKessock Place is to end in a cul-de-sac, with a secondary emergency access.
- n) If the land adjacent to McKessock Place is developed for low density townhouses, McKessock Place is to have an adequate turnaround for vehicles and a secondary emergency access, as approved by the Director of Transportation.”

- 2. This Bylaw may be cited as "Richmond Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw 9024".

FIRST READING

OCT 28 2013

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

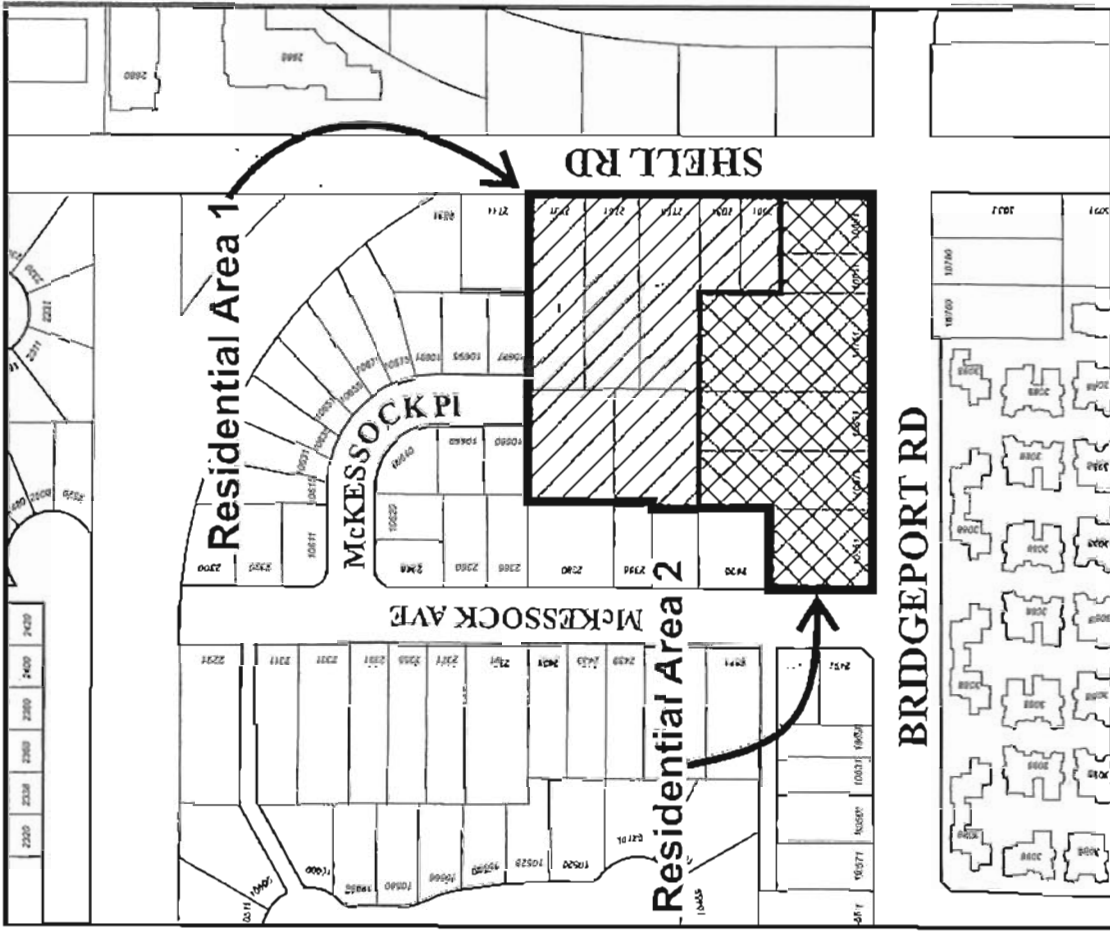
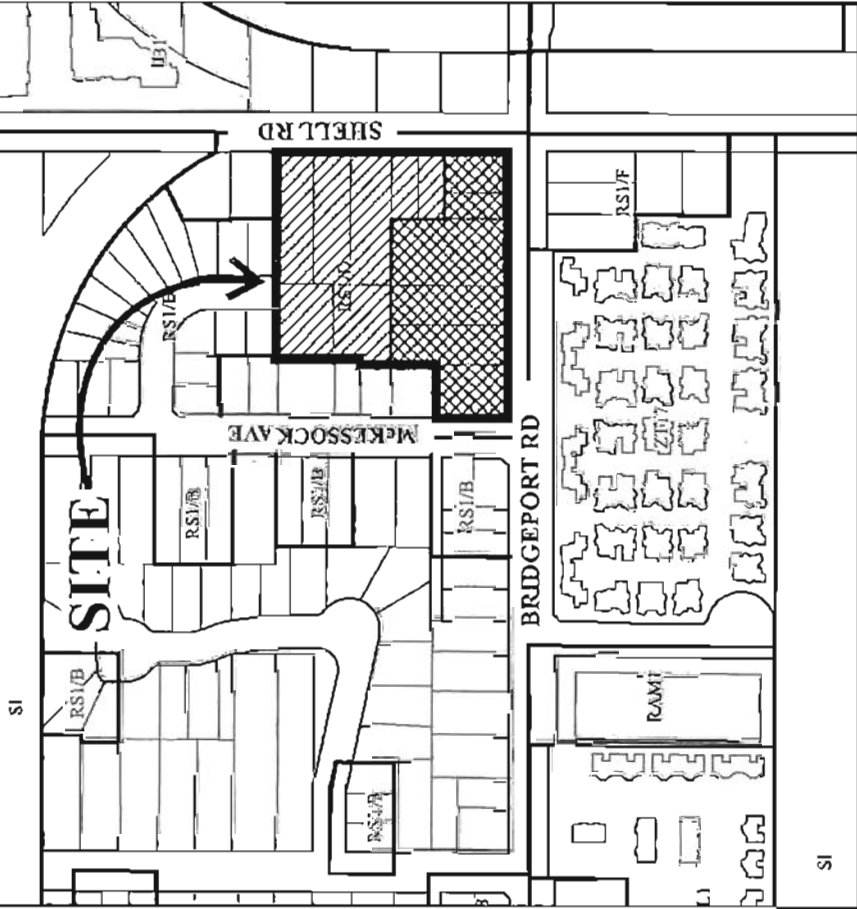


MAYOR

CORPORATE OFFICER



City of Richmond



Schedule A attached to and forming part of Bylaw 9024

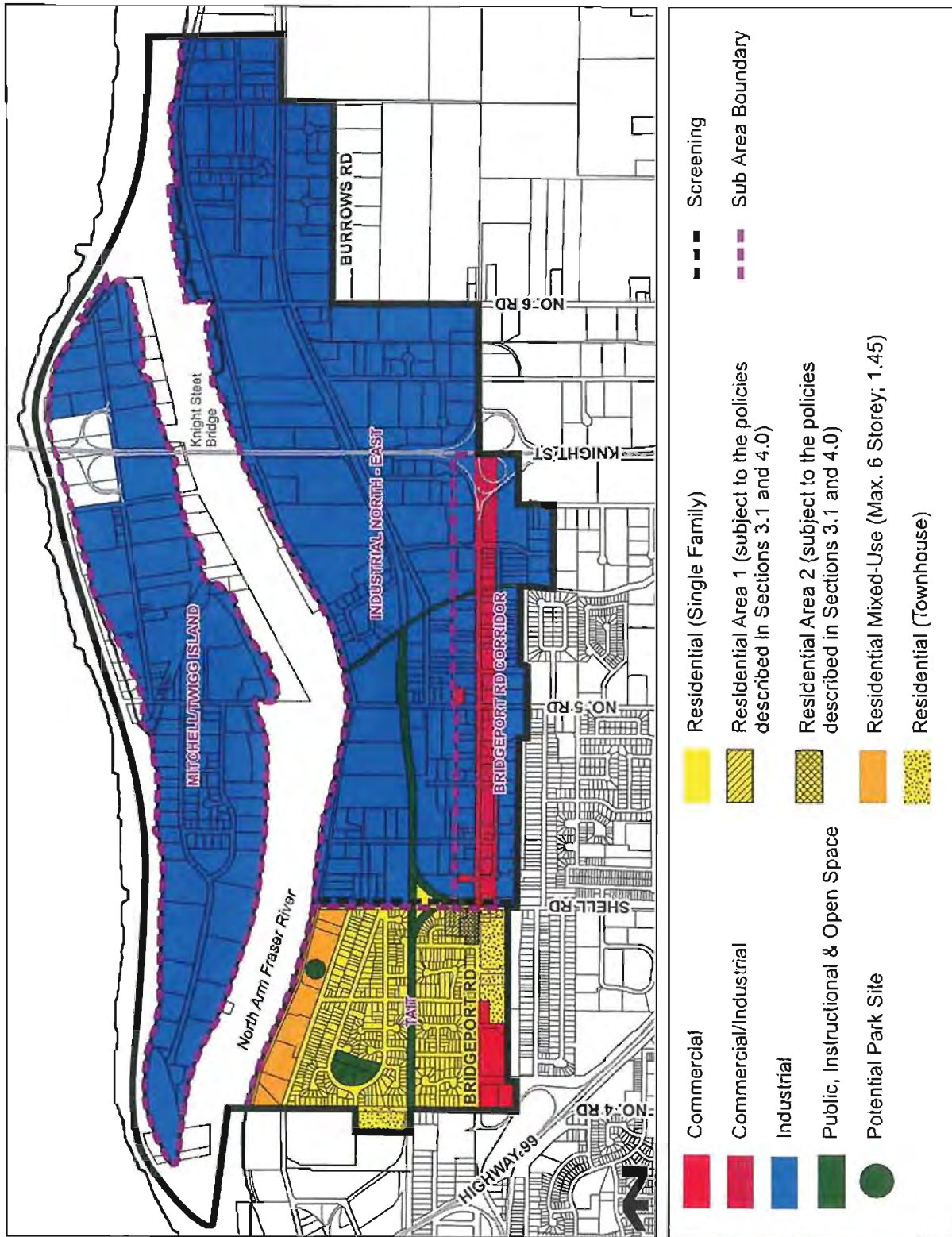
Original Date: 03/14/13

Revision Date: 09/03/13

Note: Dimensions are in METRES

Land Use Map - Bridgeport

Schedule B





To Public Hearing
Date: <u>Nov 18/13</u>
Item # <u>3</u>
Re: <u>McKessock Neighbourhood</u> <u>Bridgeport Area Plan</u>

13 November 2013

Mr. David Weber
Director, City Clerk's Office
CITY OF RICHMOND
6911 No. 3 Road
Richmond, BC V6Y 2C1

Via Fax: (604) 278-5139

Dear Mr. Weber:

RE: Proposed Amendment to the Bridgeport Area Plan (McKessock Neighbourhood)

This letter is in response to the proposed amendment to the Bridgeport Area Plan for the McKessock Neighbourhood, outlined in your letter to Anne Murray, Vice President Community & Environment Affairs – Airport Authority, dated 30 October 2013. We understand the proposal will change existing land use from residential (single-family) to residential (single family and/or townhouse).

The proposal was sent for our initial review in early 2013, and our comments remain the same - while the McKessock Neighbourhood area is located just outside the Noise Exposure Forecast 30 contour, it is under the extended centerline of the north runway (08L/26R) and is exposed to noise and low level (less than 1,000 feet) aircraft over-flights. If the City proceeds with this proposal, we support the requirements for covenants, sound insulation, etc. under the City's Aircraft Noise Sensitive Development Policy.

Thank you for the opportunity to review and provide comments.

Sincerely yours,

Mark Christopher Cheng, M.Eng. (mech)
Supervisor – Noise Abatement & Air Quality
Vancouver Airport Authority

