City of Richmond

Report to Council

To Council - Jul 24, 2006

To:	Richmond City Council	**Date:**	July 19, 2006
From:	Councillor Harold Steves Chair, Planning Committee	**File:**	12-8060-20-8102 - RZ-05-317472
Re:	**Application by Rize Alliance (Richmond I) Properties Ltd. for Rezoning at 8080 and 8084 Granville Avenue and 7080 No. 3 Road from Automobile-Oriented Commercial District (C6) and Downtown Commercial District (C7) to Comprehensive Development District (CD/176)**		

The Planning Committee, at its meeting held on Tuesday, July 18, 2006, considered the attached report, and recommends as follows:

Committee Recommendation

It was moved and seconded

(1) That Bylaw No. 8102, to create "Comprehensive Development District (CD/176)" and for the rezoning of 8080 and 8084 Granville Avenue from "Automobile-Oriented Commercial District (C6)" and 7080 No. 3 Road from "Downtown Commercial District (C7)" to "Comprehensive Development District (CD/176), be introduced and given first reading; and

(2) That staff continue discussions with the applicant to address:

(i) the possibility of the inclusion of more conifers; and

(ii) the ratio of public art versus affordable housing contribution, and to explore the possible reallocation of some of the public art contribution to affordable housing; and

(3) That staff check with the Richmond School District No. 38 with respect to day care needs, to take advantage of future opportunities to work with willing developers to provide on-site day care facilities.

Councillor Harold Steves, Chair
Planning Committee

Attach.

VARIANCE

Please note that staff recommended the following:

That Bylaw No. 8102, to create "Comprehensive Development District (CD/176)" and for the rezoning of 8080 and 8084 Granville Avenue from "Automobile-Oriented Commercial District (C6)" and 7080 No. 3 Road from "Downtown Commercial District (C7)" to "Comprehensive Development District (CD/176), be introduced and given first reading.

City of Richmond
Planning and Development Department

Report to Committee

To Council - Jul 24, 2006
to Planning - Jul 18, 2006.

To: Planning Committee
Date: June 27, 2006

From: Jean Lamontagne
Director of Development
RZ 05-317472
File: 12-8060-20-8102.

Re: **Application by Rize Alliance (Richmond I) Properties Ltd. for Rezoning at 8080 and 8084 Granville Avenue and 7080 No. 3 Road from Automobile-Oriented Commercial District (C6) and Downtown Commercial District (C7) to Comprehensive Development District (CD/176)**

Staff Recommendation

That Bylaw No. 8102, to create "Comprehensive Development District (CD/176)" and for the rezoning of 8080 and 8084 Granville Avenue from "Automobile-Oriented Commercial District (C6)" and 7080 No. 3 Road from "Downtown Commercial District (C7)" to "Comprehensive Development District (CD/176), be introduced and given first reading.

Jean Lamontagne
Director of Development

CA:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY
CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Rize Alliance (Richmond I) Properties Ltd. has applied to the City of Richmond for permission to construct a mixed-use commercial/residential development containing approximately 161 dwelling units and 295 m^2 of retail fronting Granville Avenue in a 16-storey tower and mid-rise building including five (5) partial levels of parking at 7080 No. 3 Road and 8080 and 8084 Granville Avenue (**Attachment 1**).

7080 No. 3 Road was rezoned to "Downtown Commercial District (C7)"in 1996 and 8080 and 8084 Granville Avenue is currently zoned "Automobile-Oriented Commercial District (C6)". Both sites will be rezoned to "Comprehensive Development District (CD/176)" based on "Downtown Commercial District (C7)" (**Attachment 2**).

Findings of Fact

A Development Application Data Sheet (**Attachment 3**) providing details about the development proposal is attached.

Surrounding Development

This site is located at the edge of City Centre adjacent to the established St. Albans neighbourhood. There are existing residential and mixed-use towers along the south site of Granville Avenue. The buildings transition to a predominantly two-storey and three-storey townhouses southwards towards the St. Albans neighbourhood.

- To the North: Granville Avenue and existing single-storey retail uses zoned Downtown Commercial District (C7);
- To the East: Existing office tower with retail/commercial uses at grade zoned Downtown Commercial District (C7);
- To the South: Proposed east-west lane and existing fast food restaurant zoned Automobile-Oriented Commercial District (C6); and
- To the West:No. 3 Road and Brighouse Park zoned School and Public Use District (SPU) and an existing gas station at the intersection of Granville Avenue and No. 3 Road zoned Automobile –Oriented Commercial District (C6)

Related Policies & Studies

Official Community Plan (OCP) and City Centre Area Plan

- The proposed land use is in compliance with the Official Community Plan land use designation "Mixed-Use High Density" in the City Centre Area Plan.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

- This site is on the south side of Granville Avenue and is not within the boundaries of the OCP Aircraft Noise Sensitive Development Policy.

Proposed Comprehensive Development (CD) Bylaw

- The proposed Comprehensive Development (CD) Bylaw is based on the "Downtown Commercial District (C7)". The maximum allowable density has been increased from 3.0 F.A.R. to 3.5 F.A.R. (to allow the project to achieve the floor area based on 3.0 F.A.R. calculated on the pre-dedication site area) in recognition of the significant road and lane requirements dedication on this site that has not been included in Development Cost Charge (DCC) Program for credit rebate.
- Past practice of the City was to negotiate with developers to achieve "lane", and from time to time, "road", as a "Public-Rights-of-Passage (P.R.O.P.) right-of-way" (R.O.W.) that are registered on title so that the entire site area can be used for the calculation of the permitted floor area to maximize development potential. It has recently been determined that the City would prefer, where practical, to secure lanes by dedication instead of having a "Public-Rights-of-Passage (P.R.O.P.) right-of-way (R.O.W.)" registered on title. Prioritizing of land dedication over P.R.O.P. R.O.W. is supported by Legal, Transportation and Engineering Departments. In general, the City has legal and maintenance obligations for public roads and lanes regardless of ownership. A "land dedication" would ensure City ownership of public lanes, and provide clarity of legal authority over the maintenance and bylaw enforcement in public lanes. Detailed description of the proposed road and lane dedication is included in the Transportation Section of this report.

Consultation

This rezoning application does not require an Official Community Plan (OCP) amendment. In accordance with City policy, consultation with external agencies, organizations and authorities, including School District #38, was not deemed to be required. The statutory Public Hearing will provide area residents, businesses and property owners an opportunity to comment on the application.

Public Input

A development sign has been posted on site. There have been no public inquiries received as a result of the development sign.

Staff Comments

Technical Review

- The Development Application Data Sheet (**Attachment 3**) is enclosed to illustrate compliance with the proposed Comprehensive Development District (CD/176) Zoning Bylaw.
- Staff Technical Review comments are attached (**Attachment 4**). No significant concerns have been identified through the technical review. Further design refinement will be required as part of the Development Permit submission as outlined in the Conditional Rezoning Requirements (**Attachment 5**). A subsequent Development Permit must be approved by Council prior to any construction.

Advisory Design Panel

- The Advisory Design Panel (ADP) reviewed this application as a preliminary submission on March 22, 2006. The Panel did not achieve quorum at this meeting so no voting took place. In general, the Panel is supportive of the project. The Panel suggested design development to

address improvement of the tower façade design, interface of the townhome units along the lane and entry from the parkade to the townhouses along the lane be incorporated into the Development Permit Submission and return to the Advisory Design Panel for review at the Development Permit stage. A copy of the ADP minutes from March 22, 2006 is attached (**Attachment 6**).

Analysis

Urban Design and Site Planning:

- The proposed development combines mid-rise and one (1) tower to minimize shadowing on the existing mixed-use commercial/office building to the east and future development to the west. The applicant has illustrated that a tower separation of minimum 24 m to the future tower at 7000 No. 3 Road and 8040 Granville Avenue can be achieved in accordance with the City Centre Design Guidelines (**Attachment 7**).
- The applicant has provided plausible future development scenario for the surrounding sites in the block (No. 3 Road, Granville Avenue, St. Albans Road and Bennett Road) to illustrate the impact of developing this L-shaped parcel with relatively narrow frontages on both Granville Avenue and No. 3 Road on the surrounding sites.
- The proposed commercial units along Granville Avenue extend the small scale at grade commercial activities westward towards No. 3 Road to compliment the established commercial activities in the existing development to the east (8100 Granville Avenue).
- The applicant has deliberately provided a deep setback for the residential lobby from No. 3 Road to provide a transition from the noise and traffic. Staff support this approach as this site is south of Granville Avenue, which generally marks the end of the City Centre commercial activities. It is anticipated that the McDonalds Restaurant site located immediately to the south of the development site will ultimately be redeveloped.
- It is envisioned the future development will step down from the established high-rise towers close to Granville Avenue to a mid-rise and low-rise/townhouse development to provide massing transition southward to the existing townhouse developments in the remaining of the St. Albans neighbourhood.
- The applicant proposes to establish a "residential mews" character along the east-west lane to take advantage of the ultimate 9 m width of the proposed lane. The treatment of lanes as "mews" allows for ground-oriented town homes as an alternate form of housing to the residential tower in close proximity to transit, commercial uses and services in City Centre.

Architectural Form and Character:

- In general, the proposed development has satisfactorily addressed the applicable design guidelines. Staff will continue working with the applicant to refine the architectural design as part of the Development Permit in response to the Advisory Design Panel Comments.
- A list of design and liveability refinements to be addressed in the Development Permit Submission is outlined in **Attachment 5**.

Site Vegetation:

- A Legal Survey indicated that there are no existing trees greater than 20 cm diameter dbh located on this site.
- An arborist report by Gye and Associates Ltd. (**Attachment 8**) provided detail recommendations on the seven (7) trees of varying sizes located off-site in close proximity to the proposed development. Six (6) or the off-site trees are in good health and will not be

unduly affect by the proposed development so no special protection has been recommended by the arborist.

- The Chestnut tree on the Granville Avenue boulevard will require tree protection fencing during construction if it is to be saved and does not conflict with sidewalk and boulevard construction along Granville Avenue. Detail review of the viability of this tree will be addressed as part of the Servicing Agreement process.
- The Western Red Cedar located just inside the common property line of the adjacent gas station site (8040 Granville Avenue) "has the potential to become hazardous" according to the arborist. The applicant and the owner of the adjacent development have agreed to work cooperatively. The proposed strategy, as agreed between the two property owners is to first retain and protect the tree during construction. However, if the tree cannot be saved, the developer will remove it, and replace it after construction is complete. Shell Gas, owner of 7000 No. 3 Rd, has agreed to this approach. Staff will be collecting an extra deposit (exact amount to be provided by the project Landscape Architect) as part of the Development Permit to ensure that funding has been secured to remove, replace and monitor the tree should removal be necessary. Protective fencing has been erected on the development site side of the tree in the interim to increase the chance of survival for the tree.
- The proposed landscape concept plan has incorporated a significant amount of new trees and plant material on site including 44 new trees. All 43 proposed deciduous trees are a minimum 10 cm in diameter. The proposed conifer tree is 2 m high at planting. The final tree count may vary slightly as a result of detail design development as part of the Development Permit process.

Open Space and Amenities:

- The proposed development meets the indoor and outdoor amenity requirements of the Richmond Official Community Plan (OCP) Guidelines. The roof podium is design as green roof to provide amenities and to reduce storm water surcharge.
- The podium landscaping incorporates an Asian design team and includes a teahouse looking onto a courtyard.
- At the street level off No. 3 Road, a bridge over a shallow pool with island planting provides landscape transition from the busy traffic noises along No. 3 Road to the tower lobby.
- The landscape concept plan will be refined as part of the Development Permit submission to include a children's play structure in the children's play area.

Transportation:

Lane/Vehicular Access

- There are road medians which prevent left-turn going west bound on Granville Avenue or south bound along No. 3 Road. As a consequent, movement onto this site is limited to right-in and right-out along both No. 3 Road and Granville Avenue.
- This City block bounded by No. 3 Road, Granville Avenue, St. Albans Road and Bennett Road is long. The long term goal of the City's Transportation Plan is to establish a 9 m wide lane parallel to Granville Avenue, between No. 3 Road and St. Albans Road to better serve the neighbourhood as higher density development occurs. The establishment of this lane is progressing as development occurs. Portions of this lane have already been secured either as dedication or Public-Rights-of-Passage (P.R.O.P.) Rights-of-Way registered on title.
- The proposed developer has agreed to dedicate a 6 m portion towards the establishment of an ultimate 9 m wide lane parallel to Granville Avenue, provided that the lane dedication does

not negatively impact the achievable density when compared to a registered Public-Rights-of-Passage (P.R.O.P.) Rights-of-Way (R.O.W.). The City has facilitated this by supporting rezoning to a Comprehensive Development (CD) zone.

- The developer will be constructing the 6 m lane as well as upgrading and relocating underground utilities at the same time. In exchange, the City has agreed one-way traffic along the proposed lane frontage in the interim until the full 9m width can be achieved.
- In addition, the applicant has proposed a 6 m wide Public-Rights-of Passage (P.R.O.P.) Rights-of-Way (R.O.W.) connecting the proposed lane to Granville Avenue to provide better on site vehicular circulation and, more importantly, to provide vehicular access for any future development on the gas station site at 7000 No. 3 Road and 8040 Granville Avenue.
- The applicant has demonstrated that a driveway to 7000 No. 3 Road and 8040 Granville Avenue opposite to the proposed driveway south of the proposed retail units fronting Granville Avenue is achievable

Parking

- This site is located just beyond the City Centre Transportation Plan (2000) Study Area within which staff actively pursues Transit-Oriented Development initiatives.
- The proposed development meets the Parking Bylaw requirements. The developer does not wish to seek parking variance from the Parking Bylaw for marketing reasons.

Loading

- On site loading is provided at the base of the proposed tower to serve conventional delivery and moving trucks up to SU-9 size. In addition, a 3 m layby is provided along No. 3 Road as a P.R.O.P. R.O.W. to accommodate large size loading trucks up to WB-17 size and for an alternative location for garbage and recycling pick up for the interim until a 9 m lane is achieved.

Public Amenities:

Land Dedication

- The developer has agreed to dedicate land to the City including:
- 6 m along the east-west lane along the entire southern property line; and
- 2 m dedication along the north property line of 8080 and 8084 Granville Avenue.

Amenity Contributions

- The developer has agreed to contribute $20,364 (based on $.60/ft² of permitted floor area on 8080 and 8084 Granville Avenue site only) towards the City's Affordable Housing Statutory Fund.
- The developer has agreed to contribute $104,000 towards the Richmond Public Art Statutory Fund or a Public Art project of equivalent value as part of the proposed development. The applicant is in discussion with the City's Public Art Coordinator regarding options.

Utilities and Site Servicing:

- Engineering Dept has concurred with MPT Engineering's storm and sanitary sewer analysis that NO infrastructure upgrades are required. The full analysis calculations must be included with the Servicing Agreement design drawings.

Proposed Discharge of Rights-of-Way

- The developer is to discharger the all the Rights-of-Ways registered on the following Plans including:
  i. LMP52796, LMP 52797 & LMP52798 from 7080 No. 3 Road and
  ii. Plan43757 on 8080 Granville Avenue and 7080 No. 3 Road

- After discharging all the Rights-of-Ways currently registered against the development site, new Rights-of-Ways are to be registered on title as follows:
  i. On 7080 No. 3 Road site, a 6m Public Rights of Passage (P.R.O.P.) R.O.W. (vehicles & utilities) for new laneway construction & sanitary sewer thru site North-South from the new lane, north to Granville, with 3m x 3m corner cuts at the internal "lane" intersection. Where the new R.O.W. is proposed to have a permanent structure above it, the R.O.W. document will require a *minimum* clearance of 5m "free and clear" from the new lane surface, to *any* part of the underside of the structure. The 6m wide lanes are to have NO horizontal encroachments. Additionally, a 1.5m sanitary R.O.W. is required on this development site, along the south edge 7000 No 3 Road and 8040 Granville, west, to the end point of the new sewer design.
  ii. The developer will include in the A P.R.O.P. R.O.W. for the north-south "lane" to indemnify the City of any liability resulting for the structure over the P.R.O.P.
  iii. On 8100 Granville, a new 3m R.O.W. replacing it along the south edge only.
- The Rights-of-Way discharges are supported by the Manager, Lands and Property. The developer will pay the costs associated with the discharge including documentation, registration and advertising. The estimate of the discharge costs will be provided by the Law Department. The costs are to be paid prior to referring this rezoning application to Council for final approval.

Financial Impact or Economic Impact

None.

Conclusion

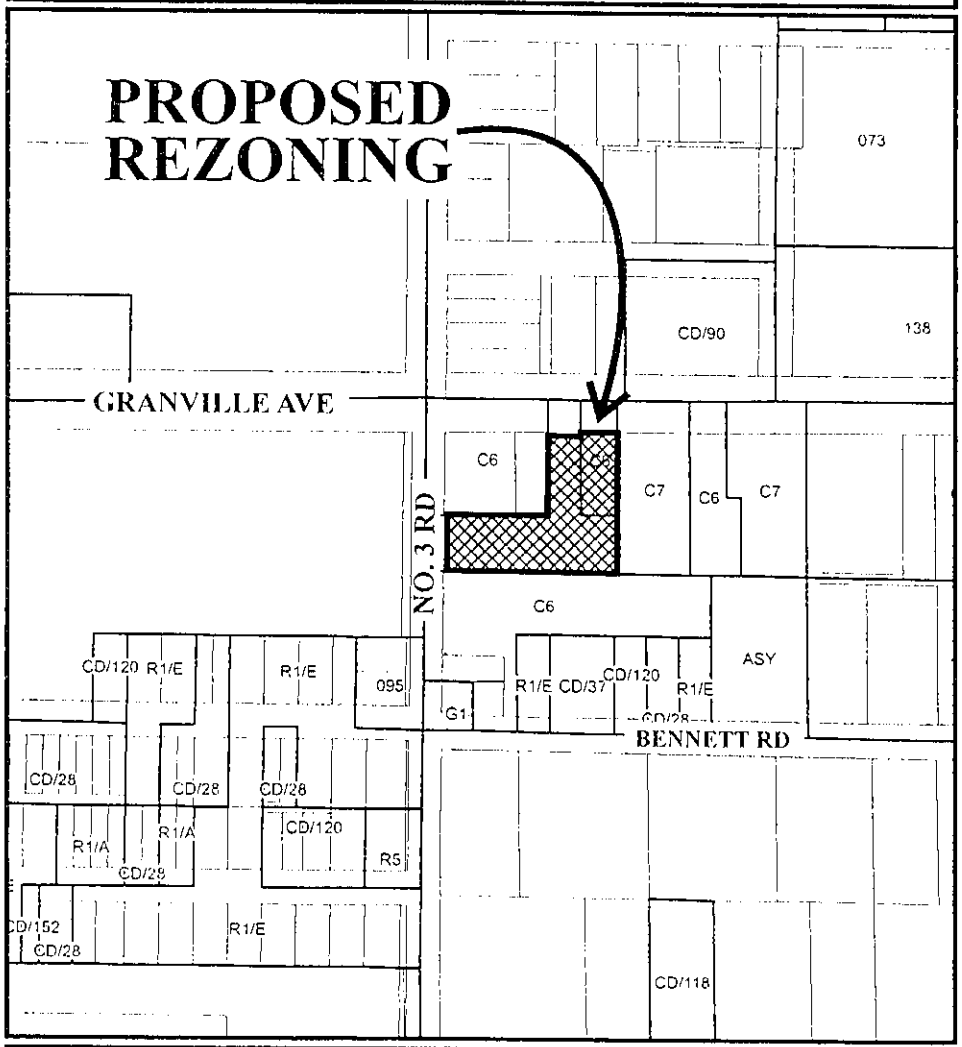
Staff recommend this application be approved to proceed as the proposed development is in compliance the Official Community Plan (OCP) and the proposal helps achieve long term City objectives including the establishment of an east-west lane system between No. 3 Road and St. Albans Road. The proposed rezoning is compatible with the existing neighbourhood context and will provide strong urban form at the Granville Avenue and No. 3 Road intersection.

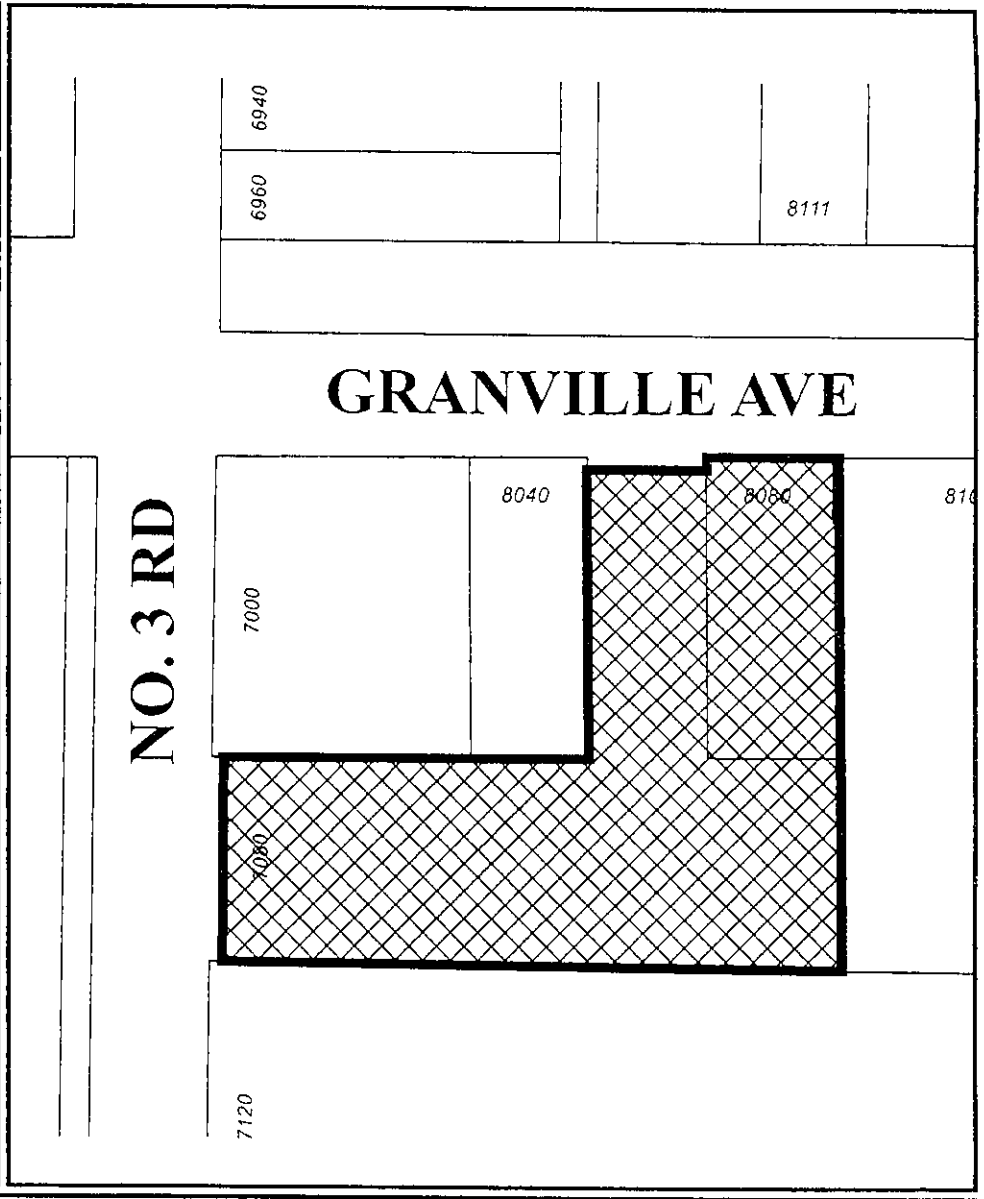
Cecilia Achiam, MCIP, BCSLA
Senior Planner, Urban Design
(Local 4122)

CA:blg

Attachment 1: Location Map
Attachment 2: Conceptual Development Plans
Attachment 3: Development Application Data Sheet
Attachment 4: Staff Technical Review Comments
Attachment 5: Conditional Rezoning Requirements Concurrence
Attachment 6: Advisory Design Panel Minutes from March 22, 2006
Attachment 7: Illustration of Tower Separation
Attachment 8: Arborist Report by Gye and Associates Ltd.

City of Richmond





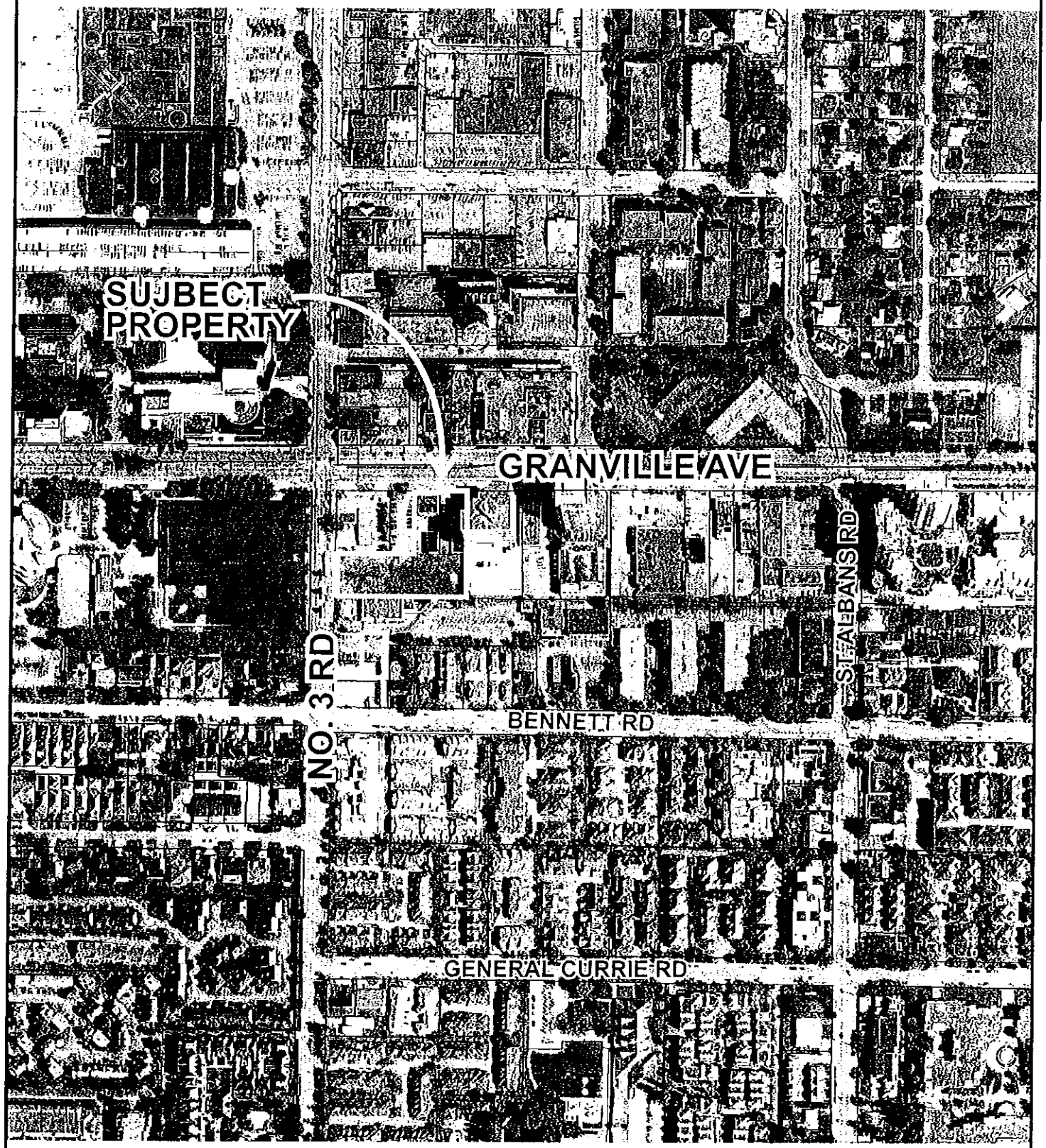
RZ 05-317472

Original Date: 12/05/05

Revision Date:

Note: Dimensions are in METRES

ATTACHMENT 1

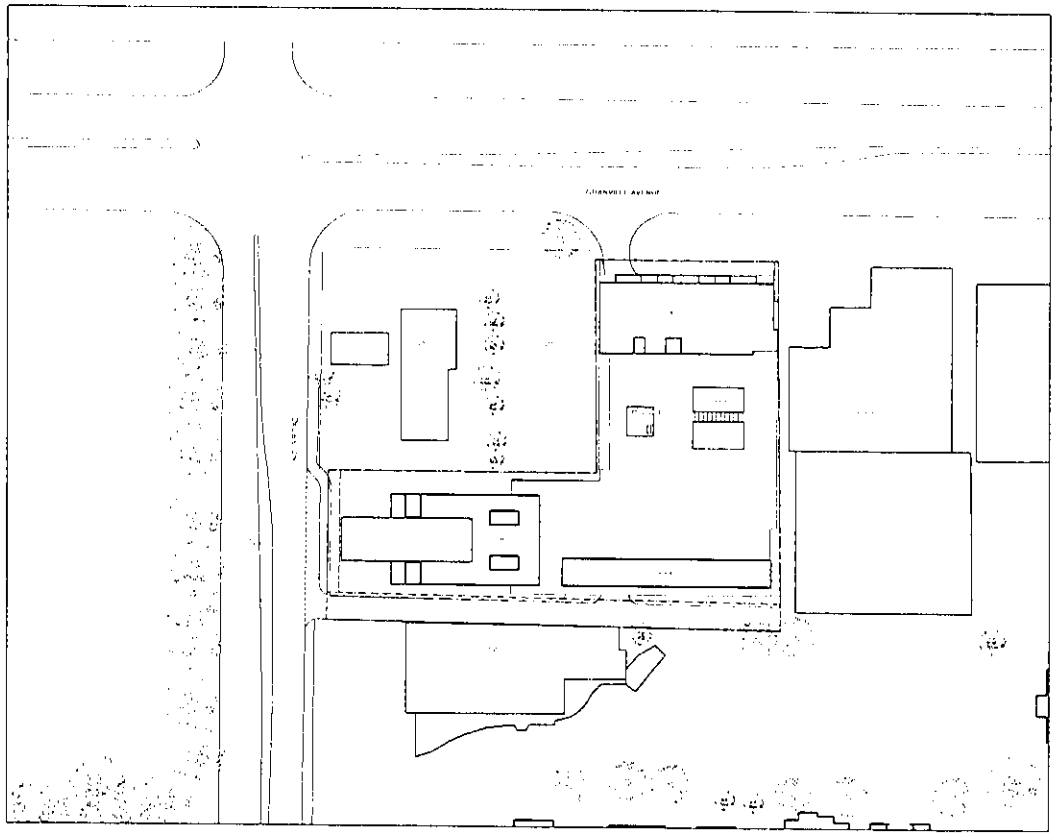


RZ 05-317472

Date: 05/04/06

Amended Date:

Note: Dimensions are in METRES



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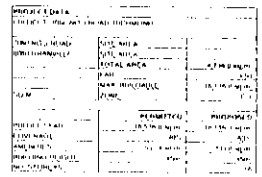
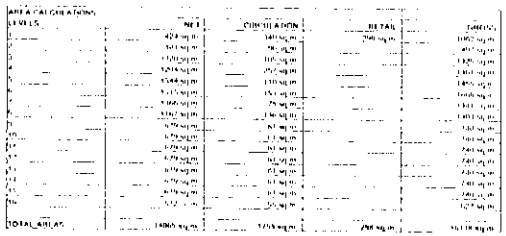
ADDRESS

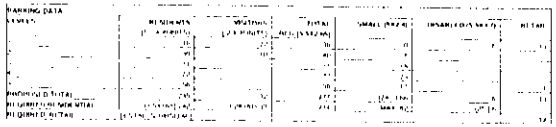
7080 No. 3 ROAD & 8080 GRANVILLE AVENUE

LEGAL DESCRIPTION

A SITE IS BLK 4N RGW PL 1302 EXCEPT PLAN 15965; PARCEL J BLOCK 4N PLAN 15329; SECTION 15; RANGE 6 W; NEW WEST MINSTER LAND DISTRICT EXCEPT PLAN PARCEL A 15965 EXP 1984







PROJECT

7080 NO 3 ROAD
RICHMOND

CONTEXT PLAN
PROJECT DATA

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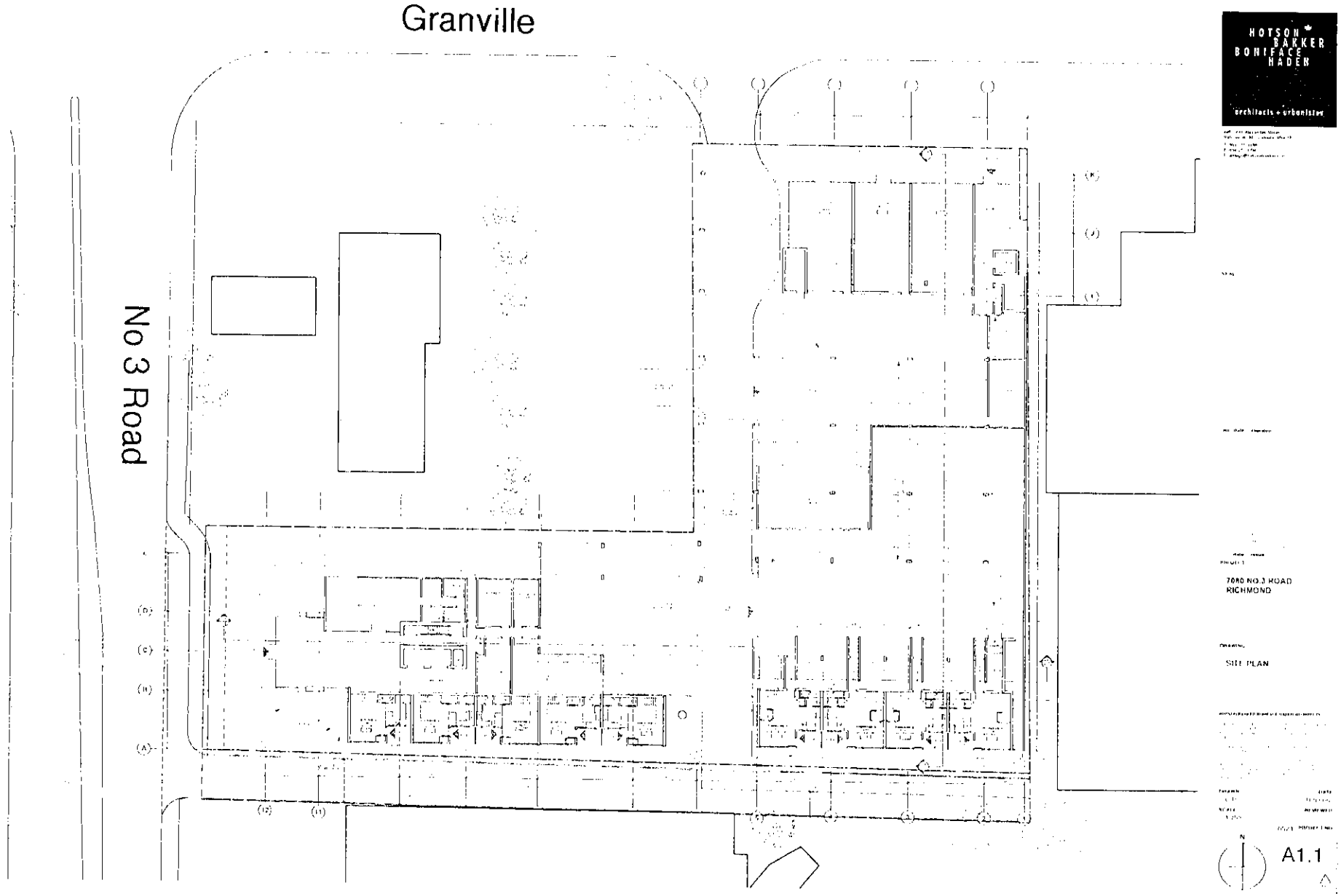
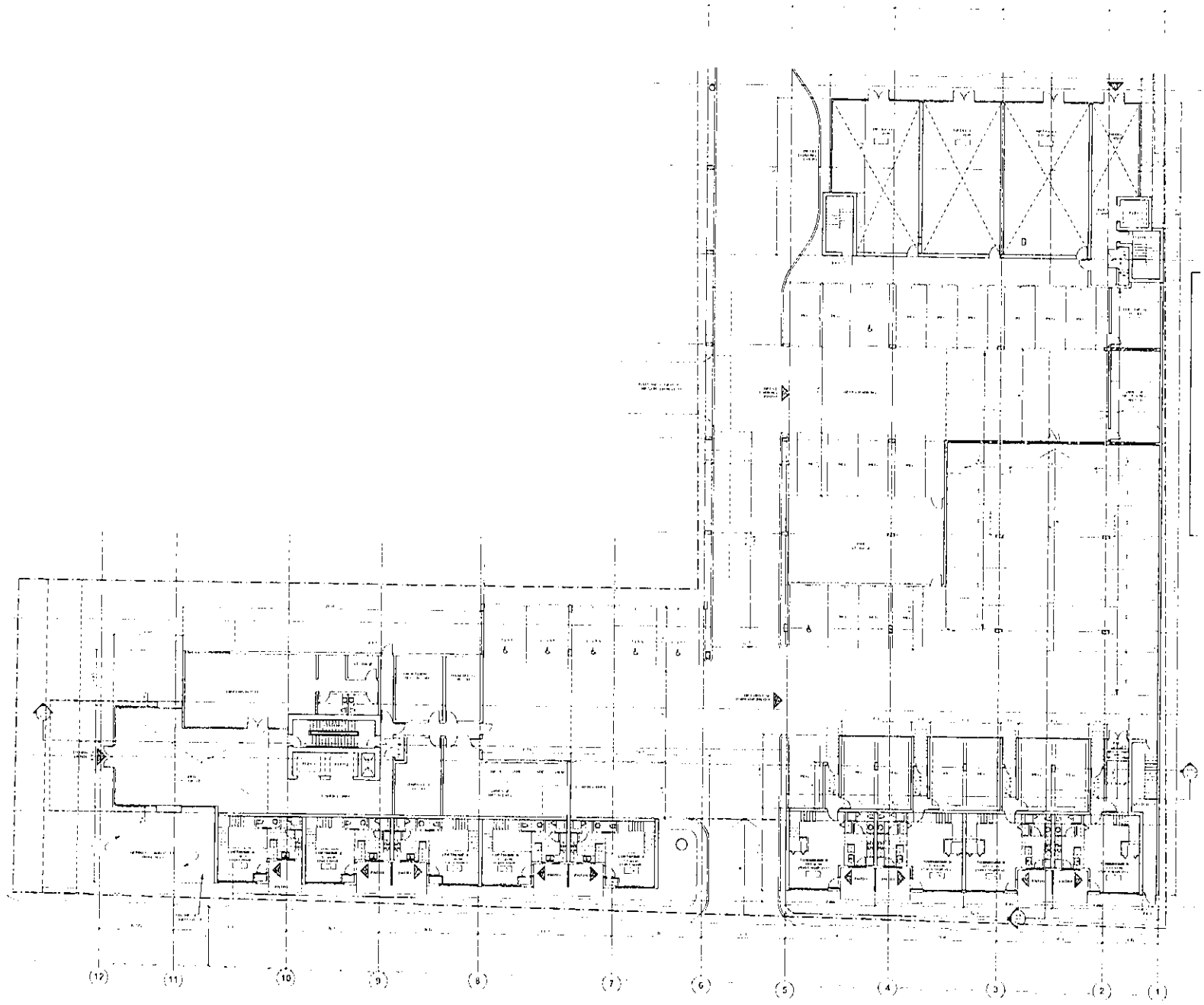
ATTACHMENT 2


Granville
No 3 Road
HOTSON BAKKER BONIFACE HADEN
architects + urbanists
7080 NO.3 ROAD
RICHMOND
SITE PLAN
A1.1



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7080 NO 3 ROAD
RICHMOND

PLAN - LEVEL 1

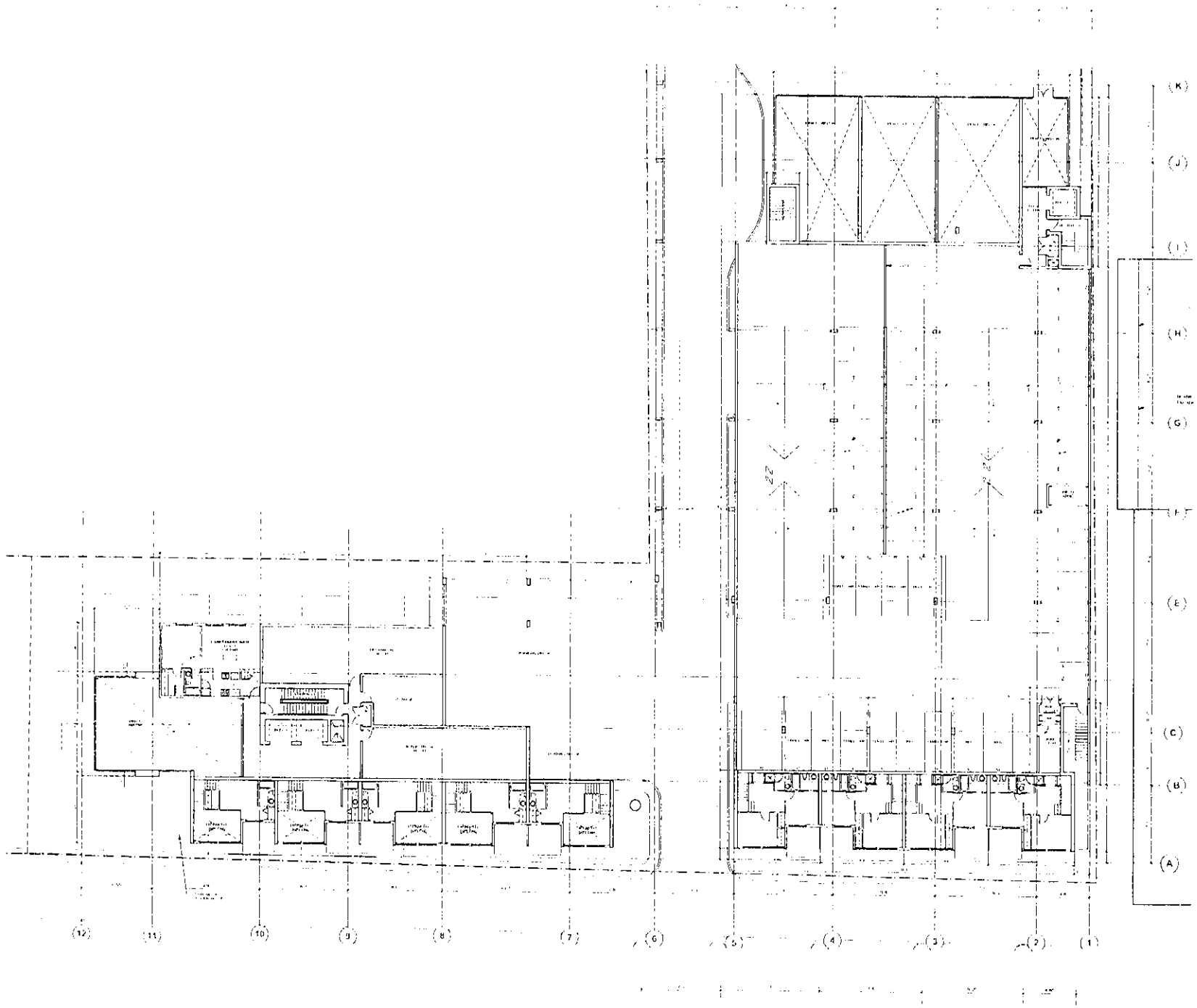
DRAWN

DATE

SCALE

REVIEWED

A2.1



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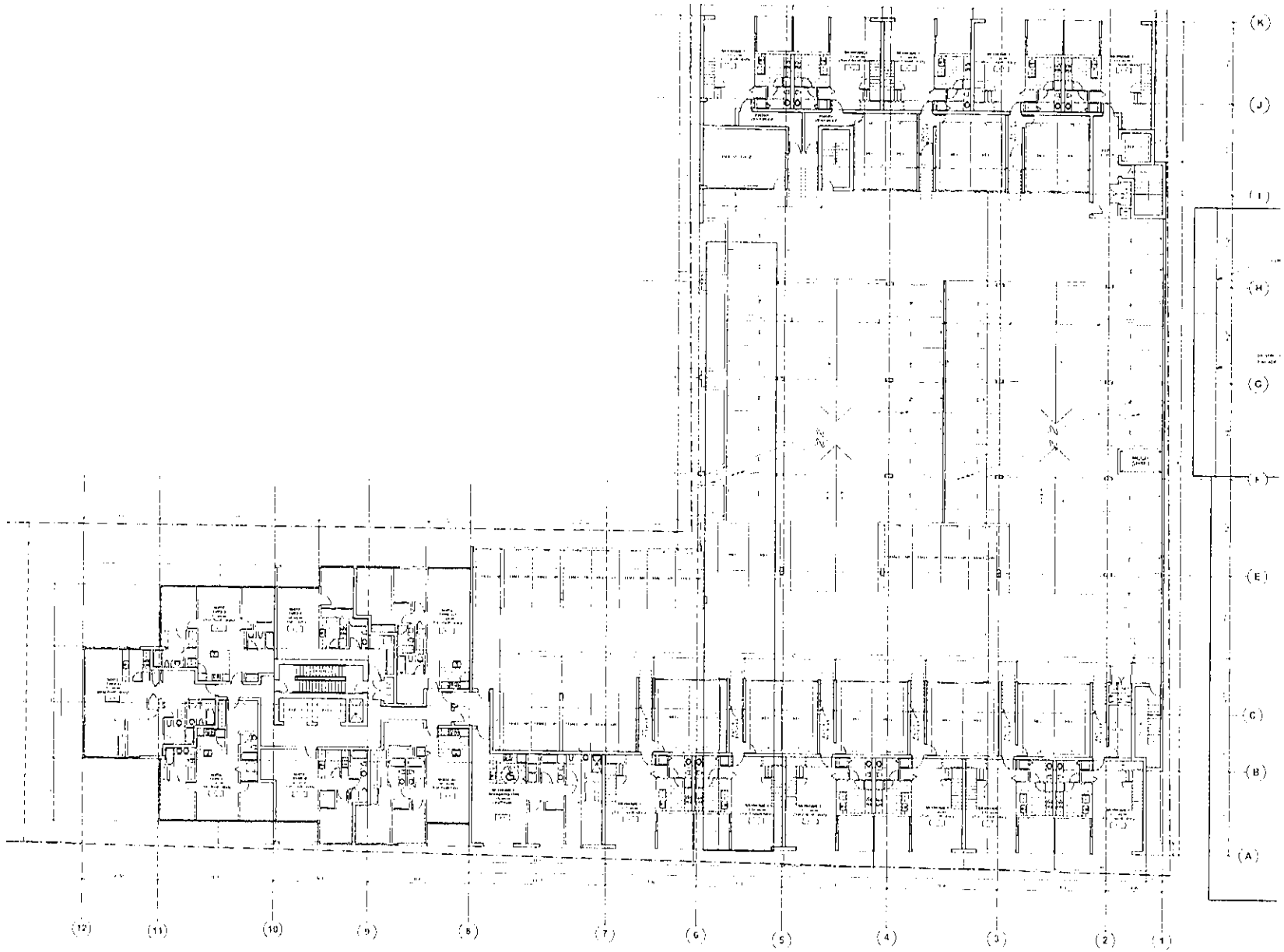
7080 NO 3 ROAD
RICHMOND

PLAN - LEVEL 2

A.2.2



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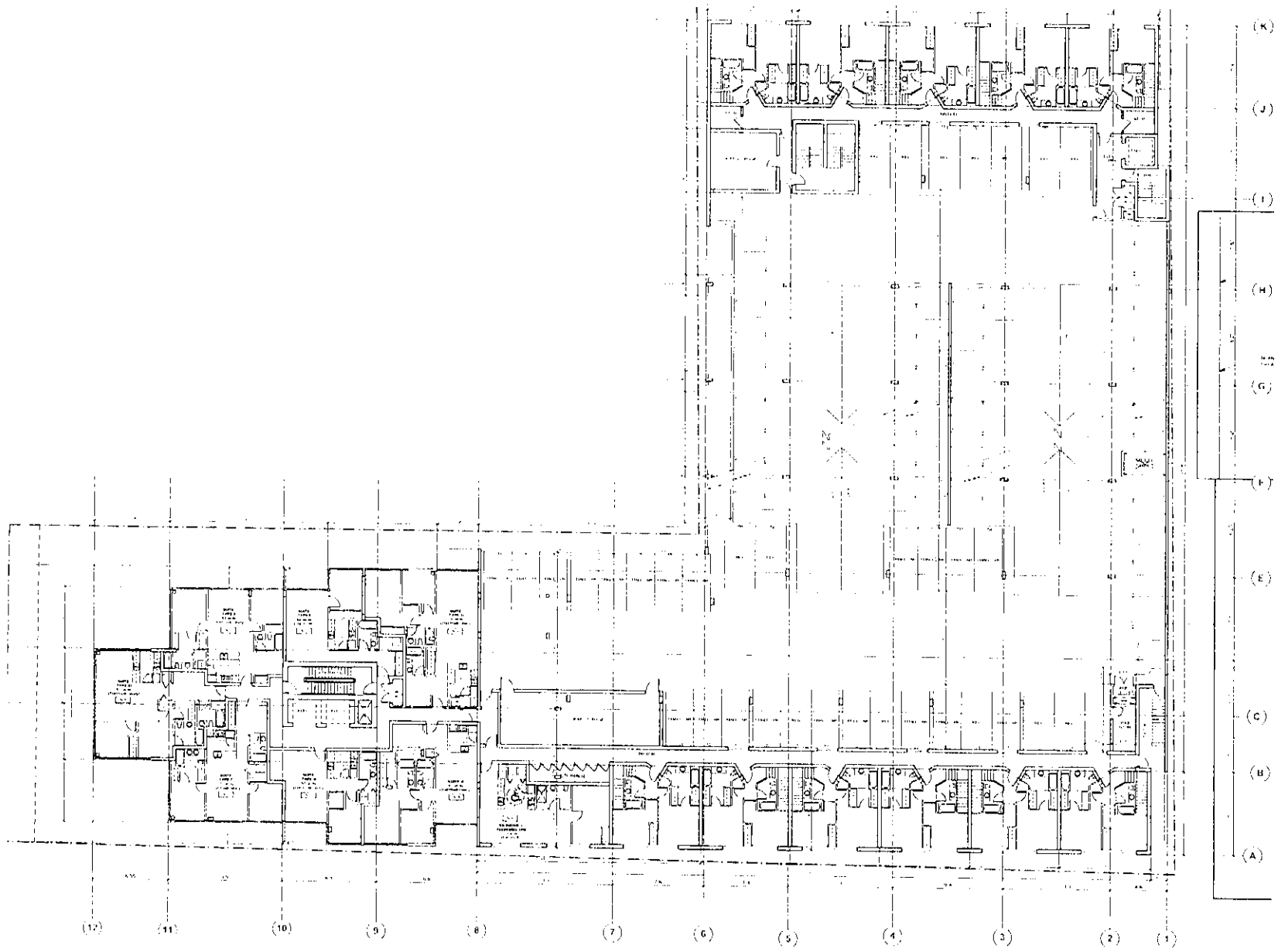
7080 NO 1 ROAD
RICHMOND

PLAN - LEVEL 3

A2.3



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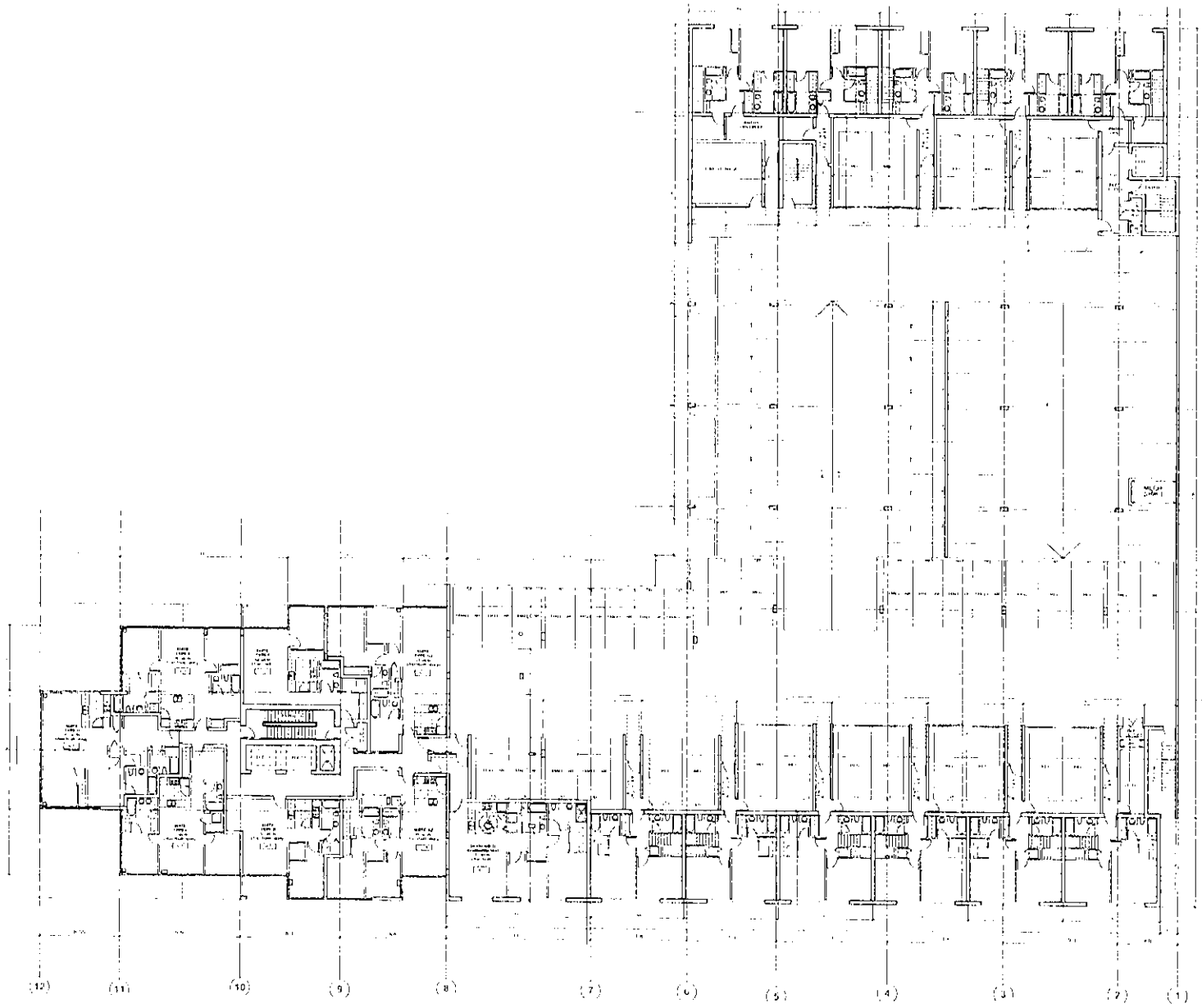
7080 NO 3 ROAD
RICHMOND

PLAN LEVEL 4

A2.4



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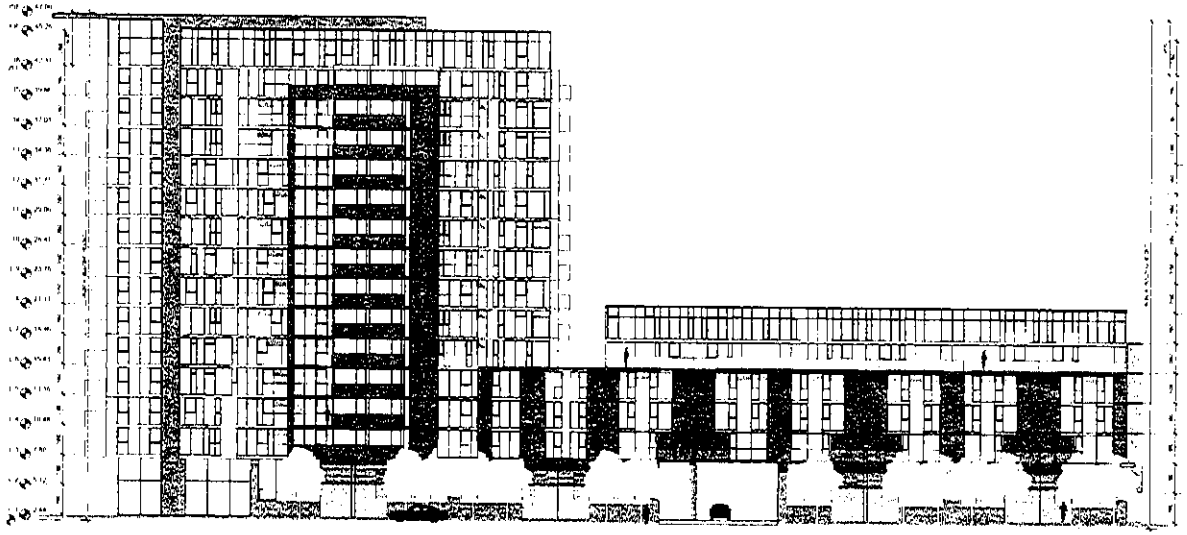
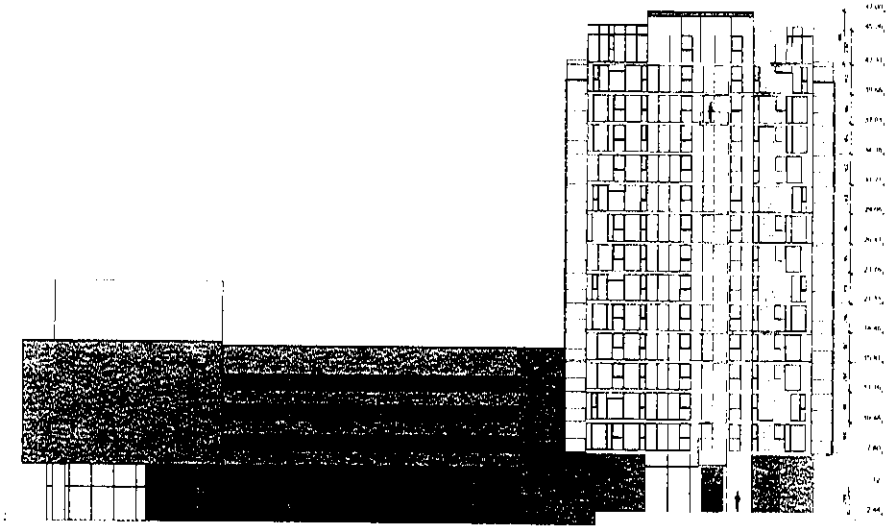
7080 NO 3 ROAD
RICHMOND

PLAN - LEVEL 5

A2.5



SOUTH ELEVATION



WEST ELEVATION

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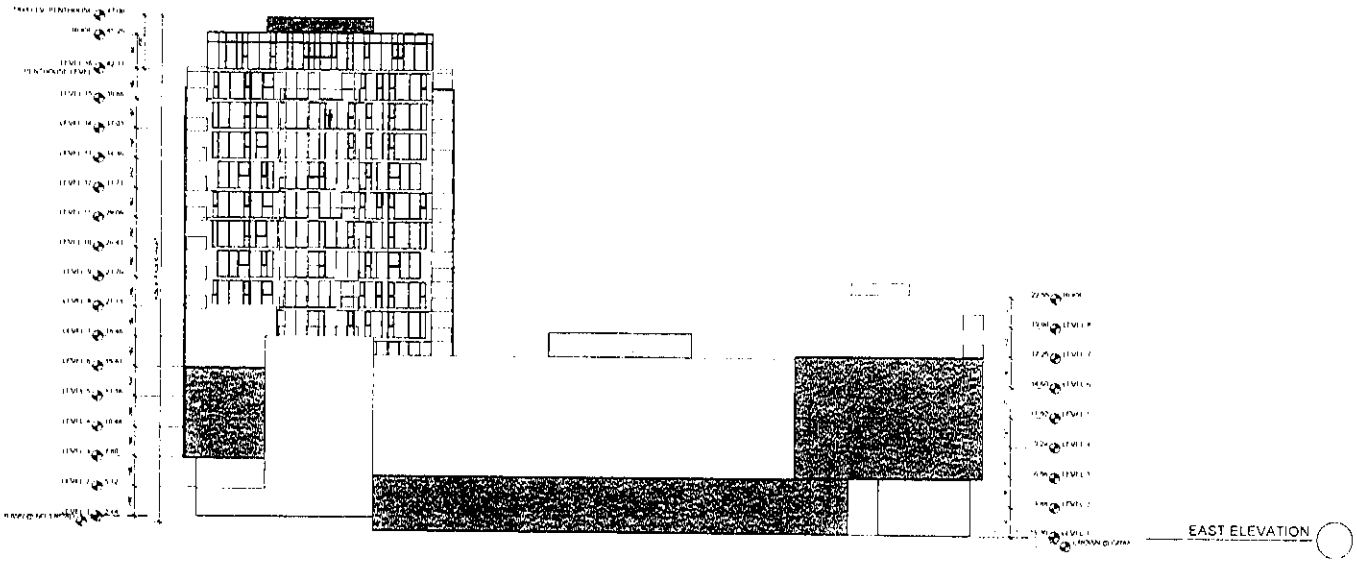
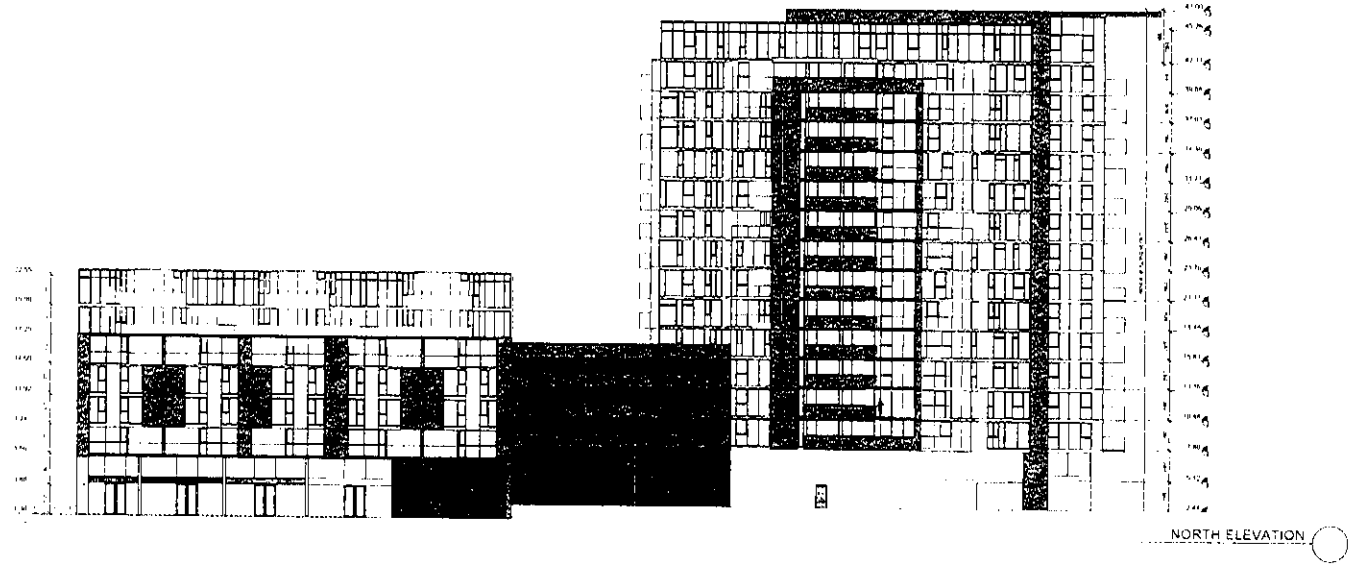


EAST ELEVATION



NORTH ELEVATION

HOTSON BAKKER CONIFACE HAGEN

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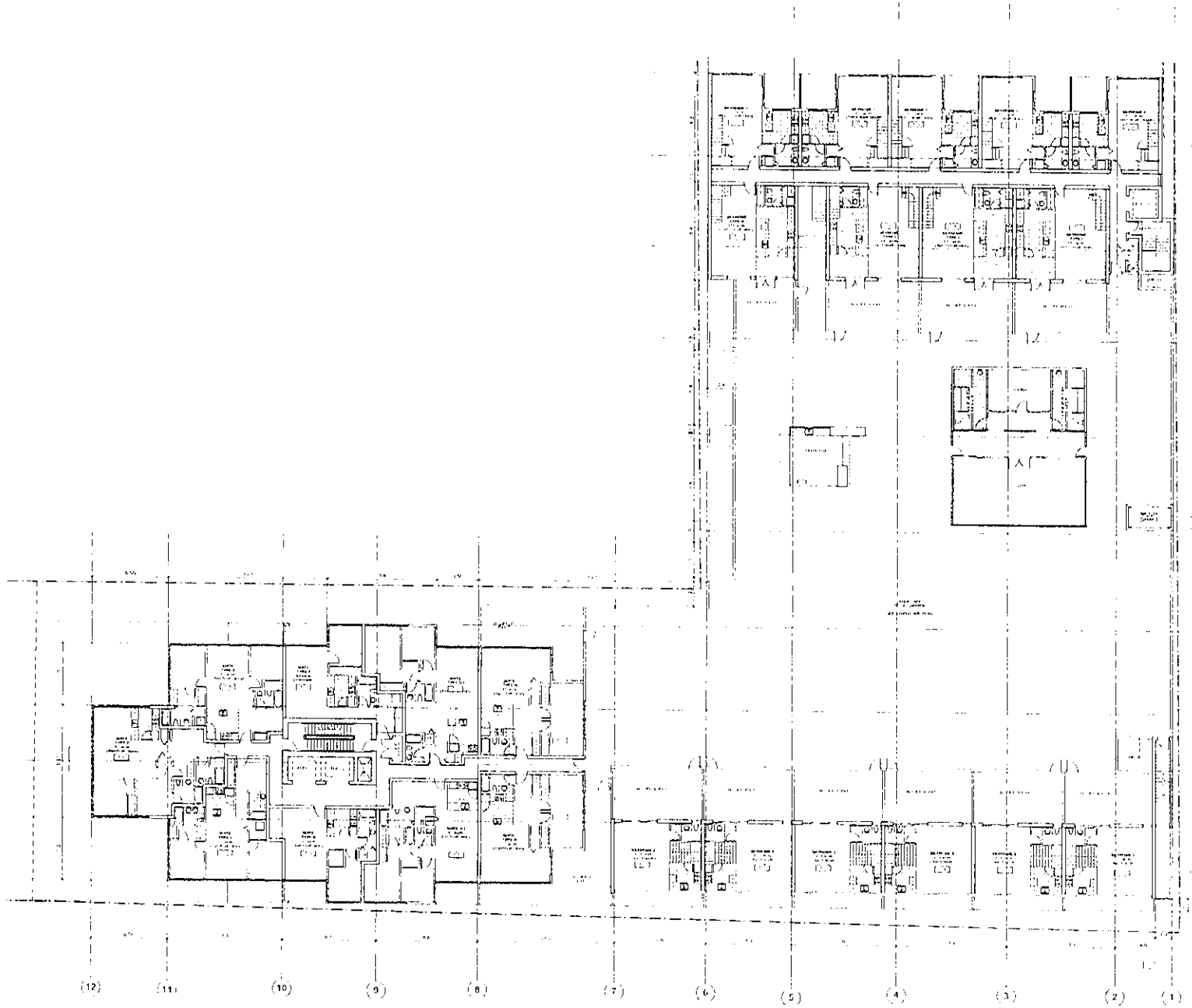

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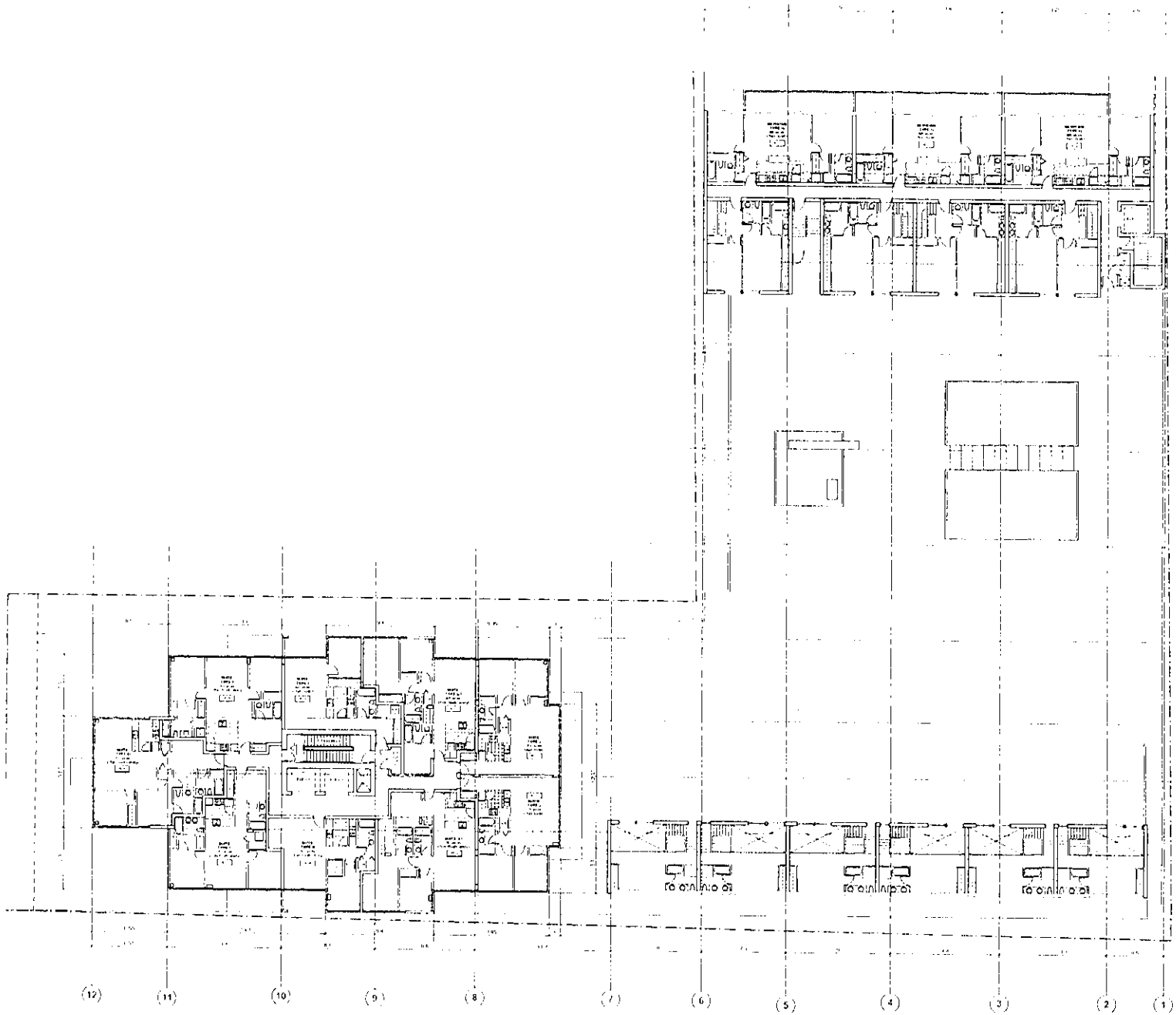
ZONE NO 3 ROAD
RICHMOND

PLAN - LEVEL 6

A2.6



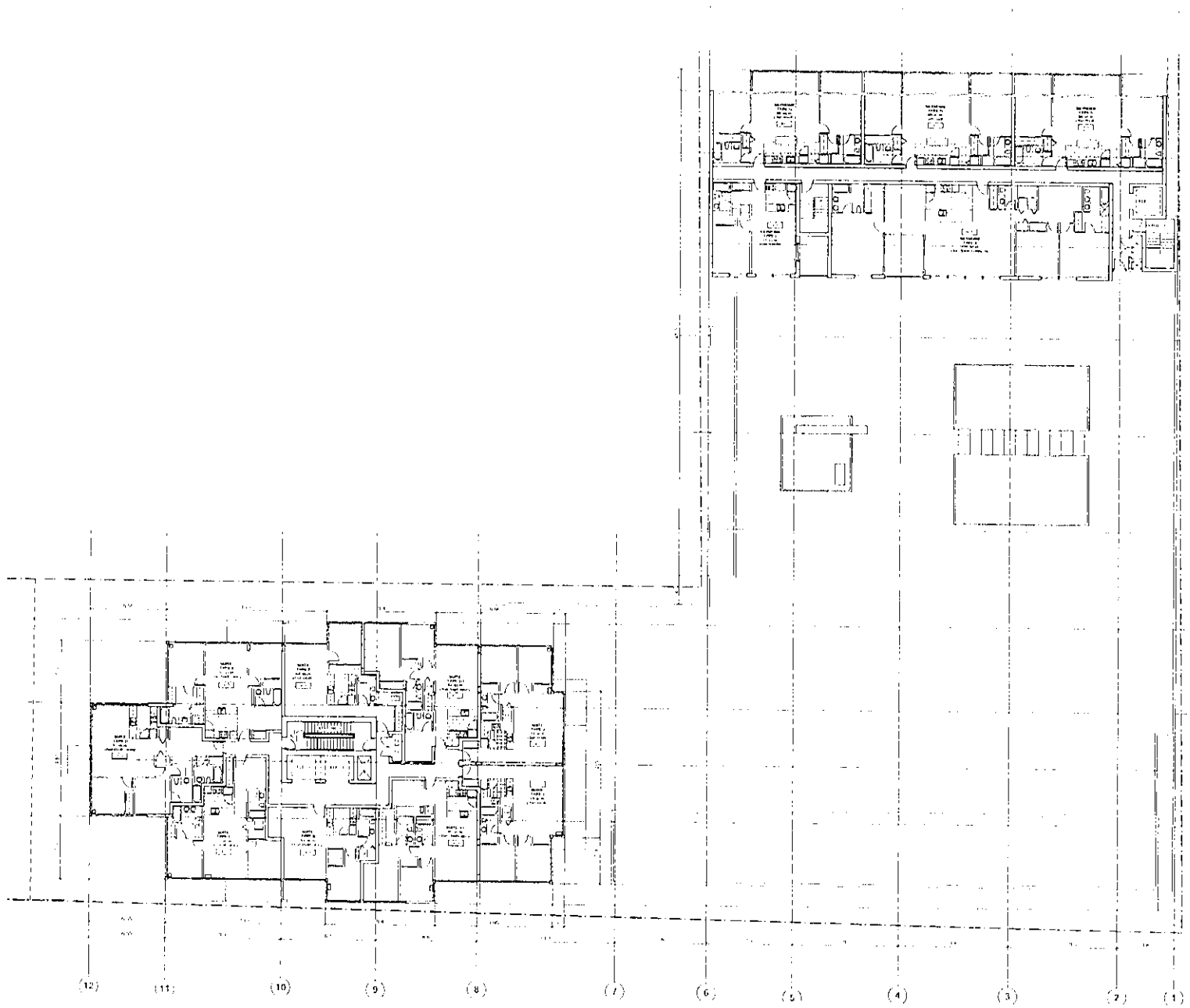
HOTSON BAKKER BONIFACE HADEN

architects + urbanistes

7080 NO 3 ROAD
RICHMOND

PLAN - LEVEL 7

A2.7



MOTSON BAKKER BONIFACE HADEN

architects + urbanistes

SEAL

PROJECT

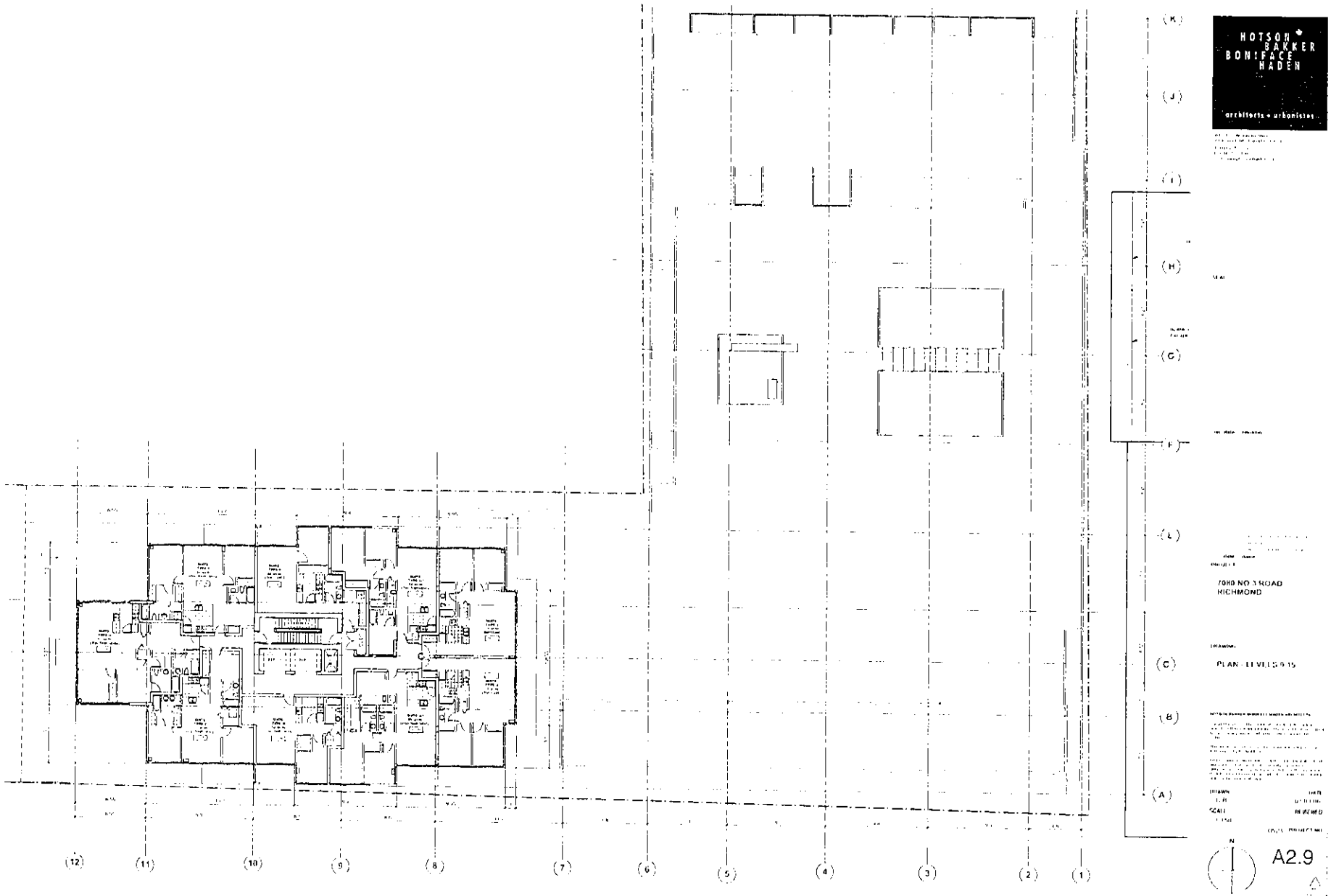
7080 NO 1 ROAD
RICHMOND

DRAWING

PLAN - LEVEL 8

SCALE

A2.8



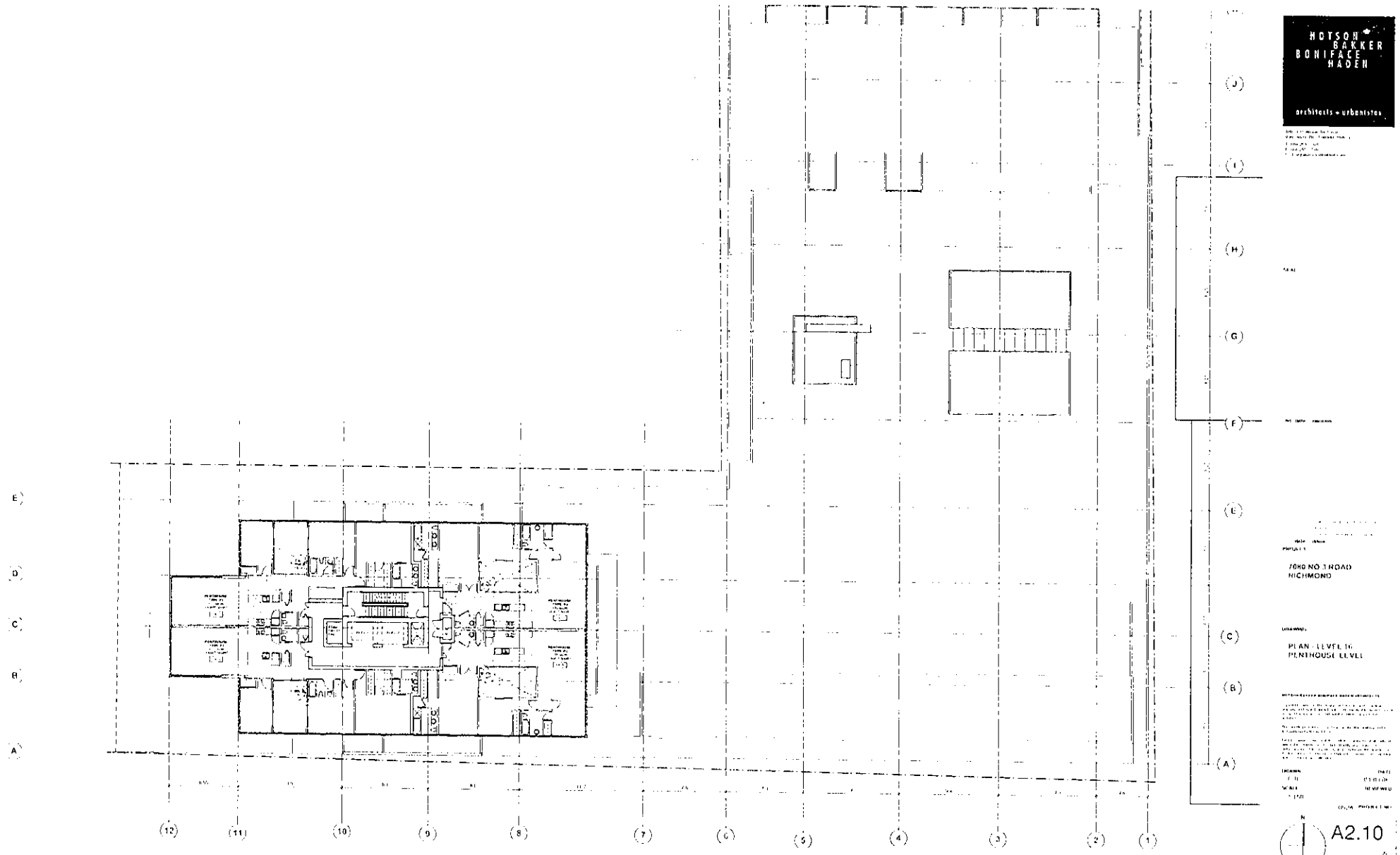
HOTSON BAKKER BONIFACE HADEN

architects + urbanistes

7080 NO 3 ROAD
RICHMOND

PLAN - LEVELS 9-15

A2.9



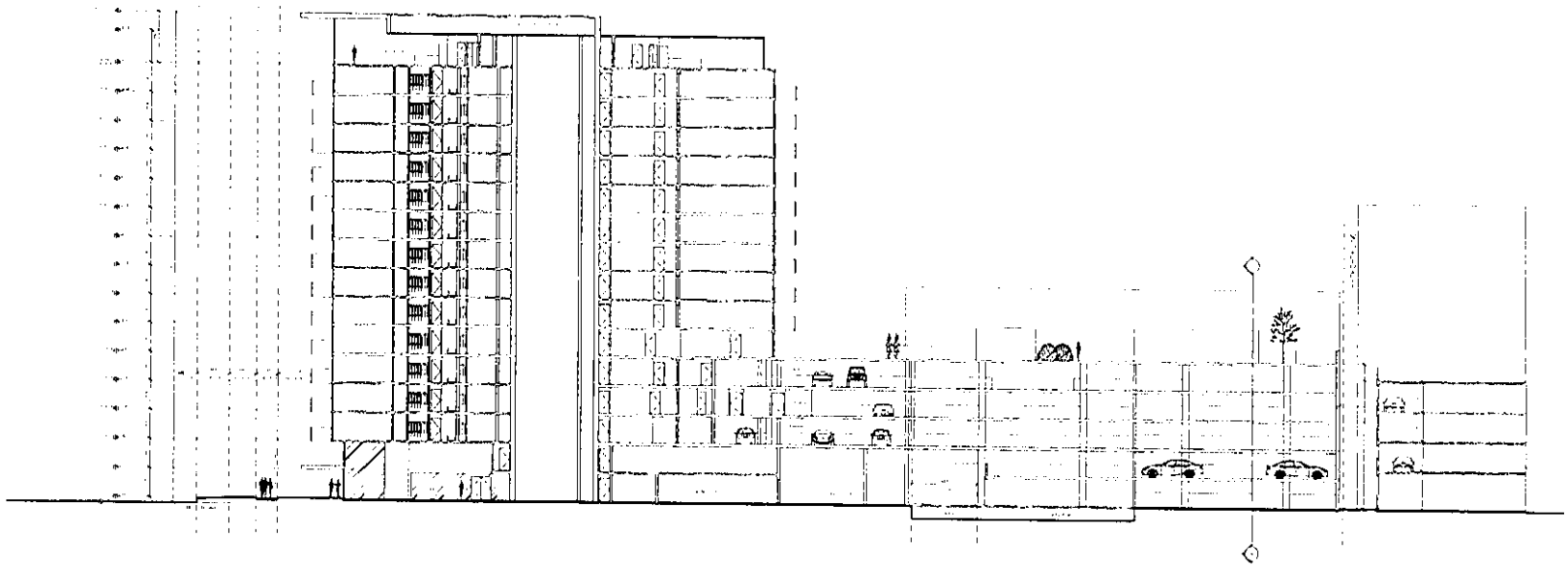
HOTSON BAKER BONIFACE HADEN

architects + urbanistes

7080 NO 3 ROAD
RICHMOND

PLAN - LEVEL 16
PENTHOUSE LEVEL

A2.10



BUILDING SECTION LOOKING NORTH

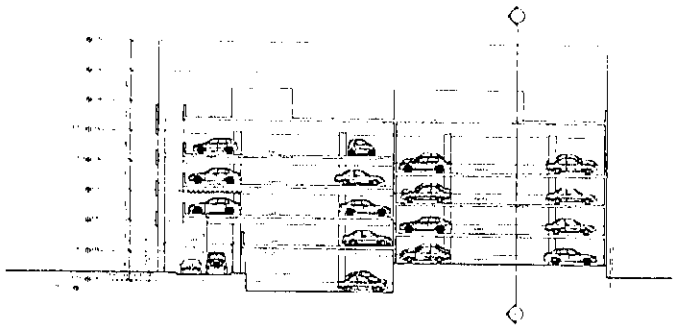
HOYSON BAKKER BONIFACE HADEN

architects + urbanistes

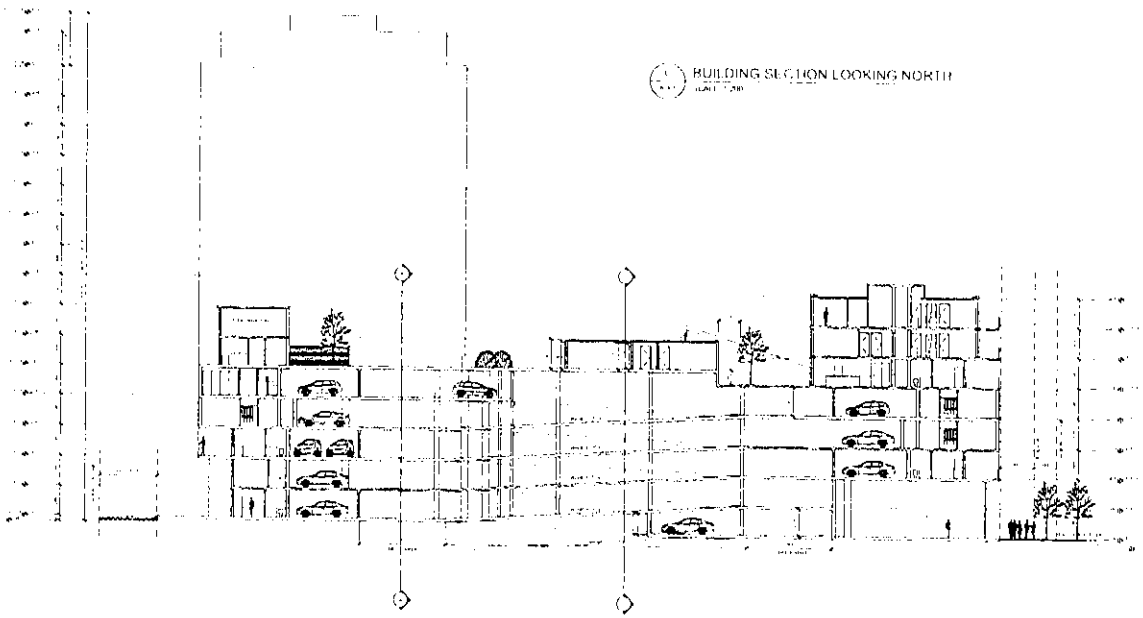
RICHMOND TOWER

BUILDING SECTIONS

A3.1



BUILDING SECTION LOOKING NORTH



BUILDING SECTION LOOKING WEST

HOTSON BAKKER BONIFACE HADEN

architects + urbanistes

RICHMOND TOWER

BUILDING SECTIONS

A3.1

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

Development Application Data Sheet

RZ 05-317472 **Attachment 3**

Address: 8080 and 8084 Granville Avenue and 7080 No. 3 Road

Applicant: Rize Alliance (Richmond I) Properties Ltd.

Planning Area(s): 2.10 City Centre

	Existing	Proposed
Owner:	Rize Alliance (Richmond I) Properties Ltd.	Rize Alliance (Richmond I) Properties Ltd.
Site Size (m^2):	5,384 m^2	4,736 m^2
Land Uses:	Vacant & Restaurant	Mixed-use (commercial/residential)
OCP Designation:	High Density Mixed-Use	High Density Mixed-Use
Area Plan Designation:	Mixed-Use High Density	Mixed-Use High Density
Zoning:	Downtown Commercial district (C7) & Automobile-Oriented Commercial District (C6)	Comprehensive Development (CD/176)
Number of Units:	0	161

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	139 upa	Complies
Floor Area Ratio:	Max. 3.5 (14,208 m^2)	3.5 (14,065 m^2)	Complies
Residential Floor Area	N/A	13,708 m^2	Complies
Commercial Floor Area	N/A	295 m^2	Complies
Lot Coverage – Building:	Max. 90 %	83 %	Complies
Lot Size (min. dimensions):	4,500 m^2	4,736 m^2	**to be confirmed**
Street Setback (north)– Granville Ave (m):	Min. 3.0 m	Min. 3.13 m	Complies
Street Setback (west)– No. 3 Road (m):	Min. 3.0 m	Min. 3.0 m	Complies
Setback – Side Yards (m):	Min. 0 m	Min. 0 m	Complies
Setback –Rear Yards (m):	Min. 0 m	Min. 0.35 m	Complies
Height (m):	45 m	45 m	Complies

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular (R) / shared Commercial (C)/Visitor (V):	242(R) and 32 (C/V) per unit	245 (R) and 32 (C/V) per unit	Complies
Off-street Parking Spaces – Total:	274	277	Complies
Tandem Parking Spaces:	permitted	0	Complies
Handicapped Stalls	6	6	Complies
Manoeuvring Aisle Width	6.7m	6.8m -7.5 m	Complies
Amenity Space – Indoor:	100 m^2	290 m^2	Complies
Amenity Space – Outdoor:	600 m^2	600 m^2	Complies

Staff Technical Comments

Engineering Works Design

Overview: These comments have been written as comprehensively as possible, based on known information. Because of the complexity of the project and the existing servicing, some current observations may need to be revised via the Servicing Agreement (SA) design process.

Address: 8080 and 8084 Granville Ave & 7080 No 3 Road

Note: June 27, 2006 revisions noted in BOLD ITALICS.

November 15, 2005:
Capacity analysis comments copied directly from Engineering response = "there are 2 options for storm sewer:
A. If they connect directly to the existing main conveyance on No. 3 Rd. (may require existing utility relocations), then only a site analysis (incl. HGL) at SA is required; or
B. If they connect to the Granville Ave. storm, then an analysis up to the main conveyance at No. 3 Rd. and Granville is required now.

Sanitary model indicates capacity issues. Developer to perform sanitary analysis.

The Minimum Fire Flow requirement is 200 l/s for Condo - Fire Flow available is 775.30 l/s using the 2021 OCP Maximum Day Model.

June 27, 2006: Engineering Dept has concurred with MPT Engineering's storm and sanitary sewer analysis that NO infrastructure upgrades are required. The full analysis calculations must be included with the Servicing Agreement design drawings.

OUTSTANDING BUSINESS FROM SA00-180183:
The offsite designs for this project (minus 8080 Granville) were approved via SA00-180183 in 2001. The works have never been constructed. The site was sold in 2004 and SA04-285375 was created to handle the administrative change for the new owner, for a new Servicing Agreement (SA) document and new Letter of Credit (L/C). Rize Alliance has made a new SA application (SA06-336128). When the time comes to receive the L/C for the new SA, the L/C from SA04-285375 will be returned to Rize Alliance.

DEVAPPS REZONING REQUIREMENTS:
DevApps-Engineering supports the RZ application.
Prior to final adoption, the developer shall:
1) Consolidate 8080 and 8084 Granville Ave with 7080 No 3 Road to create one development parcel.
2) Dedicate 2m along the Granville frontage of 8080 and 8084 to match what was done via old 8060.
3) ***Dedicate 6m lane along entire south property line of 7080 No 3 Road, from No 3 Road, east to 8100 Granville.***

4) Register a 3m PROP ROW because of layby requirements, across the entire frontage of No 3 Road.
5) Discharge ALL ROW's currently registered against the development site, replacing with 6m Public Rights of Passage (PROP) ROW (vehicles & utilities) for new laneway construction & sanitary sewer thru site North-South from the new lane (item # 3), north to Granville, with 3m x 3m corner cuts at the internal "lane" intersection. Where the new ROW is proposed to have a permanent structure above it, the ROW document will require a *minimum* clearance of 5m "free and clear" from the new lane surface, to *any* part of the underside of the structure. The 6m wide lanes are to have NO horizontal encroachments. Additionally, a 1.5m sanitary ROW is required on this development site, along the south edge 7000 No 3 Road and 8040 Granville, west, to the end point of the new sewer design.
6) ROW Plan43757 to be discharged from 8100 Granville, with a new 3m ROW replacing it along the south edge only.
7) Enter into the City's standard SA document to design and construct full frontage upgrades plus new lane and servicing construction. Works include, but are not limited to:
   a) No 3 Road: Remove existing curb and gutter, creating a 3m wide lay-by, and pouring new curb and gutter behind that. Behind the curb, create a 2.5m grass, stamped concrete and treed boulevard; tree species approved in 2001, were 8cm Red Horse Chestnut, and the street lighting was City Centre (CC) Roadway luminaires with duplex receptacles and flower pot holders plus CC Pedestrian luminaires, also with duplex receptacles and flower pot holders. *All street lights (roadway & laneway), are to be powder coated "Lulu Blue".* This leaves 2.31m for sidewalk to the back of the new 3m PROP line. Transition from existing sidewalk to new sidewalk will be challenging, especially through the lane access on the south edge of the site.
   b) Granville Avenue: Behind the existing curb and gutter, create a 3m grass/landscaped & treed (8cm calliper Northern Red Oak per SA00-180183 & Red Oak per SA97-122360 – Parks Dept to confirm *ALL* offsite tree species), with CC street lighting as noted for No 3 Road above. A 2.5m wide concrete and stamped concrete sidewalk is behind the boulevard. Sidewalk detail (see SA00-180183 & 97-122360) includes borders of 225mm x 180mm stamped concrete in roman paver style, cedar coloured, including adjacent all street lights, with broom finished concrete inside with no trowel marks, scored to create three squares of 683mm. Details are included in both previous SA designs noted.
   c) North-South laneworks: The travel portion of this lane *must* be ***6m***, as there will be two-way traffic. About 80% of this lane has the building parkade above it, which must be a *minimum* of 5m "free & clear". The surface is to be stamped concrete (pattern to be determined by landscape architect?), and must include a storm sewer system. Laneway lighting ***to be*** standard L12.1. DevApps is not averse to City maintained, ceiling mounted lighting like that, which is in the City Hall parkade. Those details to be worked out between MPT & Peter Discusso. Regardless of what happens "underneath", at the entrance off Granville, a L12.1 laneway pole is required.
   d) East-West Laneworks: A portion of this lane, from the N-S lane to No 3 Road will be one-way westbound as an interim measure. The entire lane is to consist of a 6.0m wide travel portion ***complete with a 1m special strip (stamped concrete or asphalt) at the north edge as an interim walk in the lane.*** Ultimate ***sidewalk and*** lighting will go along the ***north*** edge of the site when MacDonald's redevelops. *The conceptual design for the future lane expansion parallel this site must be included via this SA process.* This to

show the future ***ultimate 7.5m lane surface, roll curb and gutter, 1.85m sidewalk, lane lighting (CC laneway pole L12.1) all along the north edge*** and drainage and will be used to determined future needs when "McDonald's" redevelops, plus ensure we arrive at the most efficient design for this development site. ***Interim lane lighting is to be mounted on the Rize Alliance development structure.*** These lights ***could*** be removed when McDonald's redevelopment occurs.

e) Sanitary sewer realignment: The City has supported the request to abandon the ROW and public sanitary system along the east edge of the development site, however 8100 Granville is serviced from this line. The developer is negotiating with that owner to relocate that service as a *private connection* along 8100's edge of the common property line, tying into the City system at the south property line. A letter from the owner of 8100 Granville, confirming consent to the works plus a Plumbing Permit must be issued and the works completed prior to the existing ROW's on the development site being discharged. ROW Plan43757 must be discharged from 8100 Granville, with a new 3m ROW replacing it along the south edge only. The entire sanitary sewer system through the development site is to be relocated and the properties at 7000 No 3 Road and 8040 Granville are to be reconnected. The new alignment will run west in the E-W lane, north under the parking structure in the N-S lane, and then west, just inside the 3m ROW existing on 7000/8040 leaving a *minimum* 1.5m horizontal clearance from the proposed footings of the new structures.

f) Site servicing: Per Richmond policy, with the SA design submission, the full site servicing tie-ins and alterations for access, water, storm and sanitary sewer, must be included as part of the design.

g) Servicing capacity analysis: ***Response received from Engineering Dept on June 27th*** regarding the storm and sanitary sewer analysis submitted by MPT for our Engineering Dept's review. ***Engineering Dept concurred with MPT's analysis that NO storm or sanitary system upgrades are required.*** The capacity analysis calculations *must* be included for water, storm and sanitary sewer on the respective design drawings.

All works are at the developer's sole cost. No credits are applicable. The SA is a requirement of the RZ primarily because of the complex issues involved with the sanitary sewer. These issues including special ROW documents and relocation of sewer on private property need to be in place before the RZ is complete to ensure they can and will be done.

Issues may arise via the design process that has not been addressed with these comments. They will need to be subsequently resolved to the satisfaction of the City.

Transportation

1. Land dedication- 2m wide along the entire Granville frontage of 8080 and 8084 required (to match what was done via 8060).
2. Provision of a min 3m wide layby along No. 3 Rd frontage. 3m wide P.R.O.P. required along No. 3 Rd frontage for the provision of sidewalk and boulevards (see EC's comments on the width required of the sidewalk & boulevard).
3. North/south lane- 6m wide P.R.O.P. required. Entire 6m should be used as vehicular driving surface. Should the applicant choose to provide a sidewalk along the lane, it should be located off the 6m P.R.O.P., east of the lane.

4. Cross-access agreement to 8040 Granville and 7000 No. 3 Road required to provide future access to the site. It is recommended that this access be aligned with the proposed retail parking entrance. Ensure that columns proposed west of the 6m P.R.O.P. are placed/spaced in such way that that SU-9 vehicles can turn into/out of this future entrance- schematically illustration of SU-9 turning into/out of this future entrance is still required.
5. East/west lane- 6.0m wide (as dedicated road right-of-way) required to accommodate the 6.0m wide driving surface. Ultimate cross-section of the lane (when the site to the south develops) would be to include 2m sidewalk along the north side and 7.5m driving surface.
6. 3m x 3m corner cuts (as P.R.O.P.) required at the internal "lane" intersection.
7. Number of proposed onsite parking appears to meet with bylaw requirement. However, the following must be addressed:
    a. Provide 6 handicapped stalls as required by bylaw (5 provided),
    b. Ensure size of proposed parking stalls meets bylaw requirement (i.e., for HC stalls, 5.5m x 3.7m is required as compared to 5.5m x 3.6m provided)
    c. Ensure size of standard stalls meets bylaw requirement (no dimension provided on the plan)
    d. 1 of the 12 commercial parking stalls should be assigned as handicapped parking stall.
8. Ensure proposed loading spaces can accommodate SU-9 vehicles, i.e., each should be no less than 3m wide and 9m long (no dimension provided on the plan).
9. Applicant responsible for the design and construction of frontage improvements to include but not limited to: sidewalks and boulevards along No. 3 Rd and Granville Ave (see EC's comments), road widening along No. 3 Rd for layby, construction of laneways (to cross-section as described above), etc.
10. Prior to the issuance of BP, a construction parking and traffic management plan to be provided to the Transportation Division for review and approval.

Conditional Rezoning Requirements

8080 and 8084 Granville Avenue and 7080 No. 3 Road
RZ 05-317472

Prior to final adoption of Zoning Amendment Bylaw 8102, the developer is required to complete the following requirements:

1. Consolidate 8080 and 8084 Granville with 7080 No 3 Road to create one development parcel.
2. Dedicate 2m along the Granville frontage of 8080 and 8084 to match what was done via old 8060.
3. Dedicate 6m lane along entire south property line of 7080 No 3 Road, from No 3 Road, east to 8100 Granville.
4. Register a 3m Public-Rights-of-Passage Rights-of-Way (P.R.O.P. R.O.W.) because of layby requirements, across the entire frontage of No 3 Road.
5. The developer is to discharge all the Rights-of-Ways registered on the following Plans including:
    a. LMP52796, LMP 52797 & LMP52798 from 7080 No. 3 Road and
    b. Plan43757 on 8080 Granville Avenue and 7080 No. 3 Road
6. New Rights-of-Ways are to be registered to replace the discharged Rights-of-Ways including a 6m Public Rights of Passage (P.R.O.P.) R.O.W. (vehicles & utilities) for new laneway construction & sanitary sewer thru site North-South from the new lane, north to Granville, with 3m x 3m corner cuts at the internal "lane" intersection. Where the new R.O.W. is proposed to have a permanent structure above it, the R.O.W. document will require a *minimum* clearance of 5m "free and clear" from the new lane surface, to *any* part of the underside of the structure. The 6m wide lanes are to have NO horizontal encroachments. Additionally, a 1.5m sanitary R.O.W. is required on this development site, along the south edge 7000 No 3 Road and 8040 Granville, west, to the end point of the new sewer design. The developer is to indemnify the City from any liability from having the building structure over the North-South Lane (P.R.O.P. R.O.W.).
7. R.O.W. Plan43757 to be discharged from 8100 Granville, with a new 3m R.O.W. replacing it along the south edge only.
   (Note: The developer shall be responsible for all costs associated with the discharges of the existing R.O.W.s along with registration costs for any new R.O.W.s required.)
8. It is recommended that the access from the north-south lane to 8040 Granville Avenue and 7000 No. 3 Road. be aligned with the proposed retail parking entrance. The applicant need to ensure that columns proposed west of the 6 m P.R.O.P. are places/spaced in such way that SU-9 vehicles can turn into/out of this future entrance.
9. The developer is to enter into the City's standard Servicing Agreement (SA)* to design and construct full frontage upgrades plus new lane and servicing construction. Works include, but are not limited to:
    a. No 3 Road: Remove existing curb and gutter, creating a 3m wide lay-by, and pouring new curb and gutter behind that. Behind the curb, create a 2.5m grass, stamped concrete and treed boulevard; tree species approved in 2001, were 8cm Red Horse Chestnut, and the street lighting was City Centre (CC) Roadway luminaries with duplex receptacles and flower pot holders plus CC Pedestrian luminaries, also with

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lane, and then west, just inside the 3m R.O.W. existing on 7000/8040 leaving a *minimum* 1.5m horizontal clearance from the proposed footings of the new structures.

f. Site servicing: Per Richmond policy, with the SA design submission, the full site servicing tie-ins and alterations for access, water, storm and sanitary sewer, must be included as part of the design.

g. Servicing capacity analysis: ***Response received from Engineering Dept on June 27th*** regarding the storm and sanitary sewer analysis submitted by MPT for our Engineering Dept's review. ***Engineering Dept concurred with MPT's analysis that NO storm or sanitary system upgrades are required.*** The capacity analysis calculations *must* be included for water, storm and sanitary sewer on the respective design drawings.

(Note: All works are at the developer's sole cost. No credits are applicable. The Servicing Agreement is a requirement of the Rezoning primarily because of the complex issues involved with the sanitary sewer. These issues including special R.O.W. documents and relocation of sewer on private property need to be in place before the RZ is complete to ensure they can and will be done. The developer shall be responsible for registration and advertising costs associated with the discharges of the existing R.O.W.s and the registration costs for any new R.O.W.s required.)

10. Voluntary Contributions, specifically:

- The developer has agreed to contribute $20,364 (based on $.60/ft² of permitted floor area on 8080 Granville Avenue) towards the City's Affordable Housing Statutory Fund;
    a. The developer has agreed to contribute $104,000 toward a Public Art project as part of the proposed development. Alternatively, the applicant can contribute the funds to be placed into the Richmond Public Art Statutory Fund for future Public Art development. The applicant is in discussion with the City's Public Art Coordinator regarding options.

Development Permit Conditions, specifically:

- The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

The following requirements are to be met prior to the Development Permit application being referred to the Development Permit Panel:

- The applicant is to address all Advisory Design Panel comments to the satisfaction of the Director of Development.
- The applicant to address all Transportation Department comments to the satisfaction of the Director of Transportation.
- Tree Retention:
    i. The project Landscape Architect to provide an estimate of two, minimum 7 cm calliper, replacement trees in case that Red Cedar on the adjacent site at 8040 Granville Avenue needs to be demolished. The estimate should include installation and maintenance for 2 years.
    ii. Staff will be collecting an extra deposit (exact amount to be provided by the project Landscape Architect) to ensure that funding has been secured to remove, replace and monitor the tree should removal be necessary.
    iii. Submission of an arborist's report to reassess the above-noted red cedar to determine the best strategy for the retention/removal of this tree.

- In addition, the applicant is to address the following street interface:
  No. 3 Road:
  - Further design development to further animate the garden, lobby and "meeting room" at grade. The City Centre Guidelines encourages mixed-use development which encourages pedestrian traffic at grade and integration of social and cultural features such as Public Art, multipurpose spaces etc., to enliven the streetscape.
  - Provide details of the proposed "ornamental" 4 ft. high gate and fence along No. 3 Road to ensure that they conform with the City Centre streetscape guidelines for openness

  Granville Avenue Streetscape:
  - Provide high quality paving treatment (material and pattern) along the 6 m north-south drive aisle/lane need to achieve a high quality public realm.
  - Coordinate the streetscape treatment with City Engineering and Parks Department instead of provide a "unique" treatment that does not match the City's Street Tree planting. Red Oak is the street tree of choice along Granville Avenue. A double row of street trees, where practical, along Granville Avenue is encouraged.
  - Design development to incorporate windows/opening on the west building façade of the townhouse along Granville Avenue.

  East Façade:
  - Design Development to provide architectural treatment on the exposed/visible walls on the podium. The existing building at 8100 Granville Avenue will likely remain for a very long time.

  West Façade:
  - Design Development to provide architectural treatment on the exposed/visible walls on the parking podium. This wall will remain visible until the gas station site redevelops in the future. Applicant should note that any "living wall" on the west façade would likely not survive when the adjacent gas station site redevelops.
- Clarify what CPTED measures have been taken in the parkade to separate the residents' and the visitors' parking areas, ensure adequate surveillance, lighting, etc. to encourage safety and to deter crime.
- Applicant to provide some unit types in the residential tower to accommodate wheelchair, in addition to adopting universal accessible measures such as solid blocking behind walls for railings, wider hallways, etc., in all the remaining units in response to Section 93.15 (Equitable Access) of the DP General Guidelines.
- Applicant to provide bicycle parking in accordance to Section 8.2.5 Parking and Services of the Richmond OCP City Centre Plan.
- Consider incorporating green roof for the roof of the mid-rise buildings.
- Consider incorporation of community garden onto the podium roof.
- Applicant to incorporate children's play structure on the common outdoor amenity space on the podium roof.
- Incorporate lighting on the podium roof level for night use.

The following requirements are to be met prior to the issuance of a Building Permit:

1. A construction parking and traffic management plan to be provided to the Transportation Department to include: location for parking for services, deliveries and workers and loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

[Signed original on file]

Signed | Date

* A separate application is required.

NOTES FROM THE DESIGN PANEL MEETING

Wednesday, March 22nd, 2006 – 4:00 p.m.

Rm. 1.003

RICHMOND CITY HALL

Attendance:

Members:	Mr. Dana Westermark, Chair Mr. Louis Conway Mr. Simon Ho
Staff:	Ms. Cecilia Achiam Ms. Diana Nikolic
Recording Secretary:	Desiree Wong

The meeting was called to order at 4:00 p.m.

1. The minutes could not be adopted as there was no quorum.

2. 16 Storey Highrise/Mixed-use Retail
Hotson Bakker Boniface Haden — RZ 05-317472
7080 No. 3 Road, 8080 Granville Avenue
(Formal)

Cecilia Achiam, reviewed the staff comments provided for the project, (Schedule 1).

Mr. Bruce Hayden, Architect, with the aid of a model and artist's renderings, described the project. Mr. Chris Phillips, Landscape Architect, reviewed the landscape plans.

General questions from the Panel included:

- Intentional Asian theme? **Yes – the development was designed with the Asian contemporary market in mind.**
- Does the distance between the proposed tower and the existing adjacent tower (WCB building) comply with the City's policy regarding separation between towers? **Yes, the proposal complies with the minimum 24 metre separation requirement. It has been demonstrated that the proposal does not hinder the ability of the adjacent gas station site to construct a tower in the future. The floor plate is approximately 700 sq. metres, which exceeds City policy that limits floor plate area to 600 sq. metres. The increase is proposed**

because the subject site is only slightly too small to accommodate two towers.

- Transportation: how is the site accessed? **Both via Granville Avenue and No. 3 Road (right in/right out)**
- Could the site be accessed solely via Granville Avenue? **No. The Granville Avenue access will include provisions to share access with the adjacent western properties at the time of redevelopment. As access is restricted to right in/right out, the two access points are required, it also addresses emergency access issues. In the long term, the lane should develop as a mews.**

The comments of the Panel were as follows:

- Further emphasize the prow. Investigate a stronger relationship between the prow and No. 3 Road; approach the street more strongly. Consider introducing vertical artwork up the building and flaring the prow out over No. 3 Road. Too blunt above grade – end elevation needs a stronger gesture to No. 3 Road and the parking area.
- Support for the use of wood along the base; it works well to soften the base. Consider bringing the wood accent up the tower. Drawing the wood into the tower will soften the tower.
- Appreciation for the layering at entrance.
- Challenges associated with working around the existing gas station are appreciated. Clarification regarding how the landscaping proposed to enclose the gas station will ultimately look. **The intention is to create a green grid – planting median at base and some vines.** Further development of landscaping treatment required as the appearance is harsh.
- Challenging reverse infill project.
- Juxtaposition of buildings is supported, as is the 'mysterious' randomness of the design and its austere elegance. However, the tower should be softened; unfortunately, the height cannot be increased.
- Provide additional corridor access to Skyhomes. The separation between the stairwell access and units is too long (page A2.4 Level 4)
- Consider introduction of a trellis/lattice over the teahouse/garden area to address overlook and privacy issues.
- Lots of things about this project are great. Innovative stuff – lots of promise.
- Concern that the mews concept will not be established. Maximize landscape screening of McDonalds and setback from the lane.
- Strong concern associated with the liveability/habitability of loft homes interfacing with McDonalds. Those located east of the McDonalds are only marginally more liveable. This interface is a harsh existing condition further complicated by the

tight drive aisle. Support for a reduction of the right of way to 4 – 4.5 metres (or absolute minimum required for emergency vehicles) in order to increase outdoor space at grade. Consider limiting access to one directional traffic only until the McDonalds site redevelops. Investigate interim landscaping within the right of way.

- Support for garages associated with units.
- Access to Skyhome (Unit D, page A2.3 Level 3) located just past the storage area is not workable.
- Develop sense of arrive for Skyhome units. Access at bedroom level is awkward. Units on Levels 3 and 4 are particularly challenged by the lack of outdoor living space. Create an inviting sense of arrival for these units via the corridor.
- (Page A2.3 Skyhomes do not have windows – graphics error)
- Considering the challenges associated with the site, approach the City to consider increasing the footprint of the tower, which would facilitate removing the units proposed along the mews.

Mr Hayden, advised that the comments were fair would revisit the issues discussed.

ADP members agreed that this project should be brought back to the Design Panel for formal review as part of the Development Permit review process.

Ms. Nikolic then advised that the following three items would be reviewed at the next meeting to be held on April 5th

Review of a townhouse application
Oval site presentation
Presentation of 3 stations – Canada Line

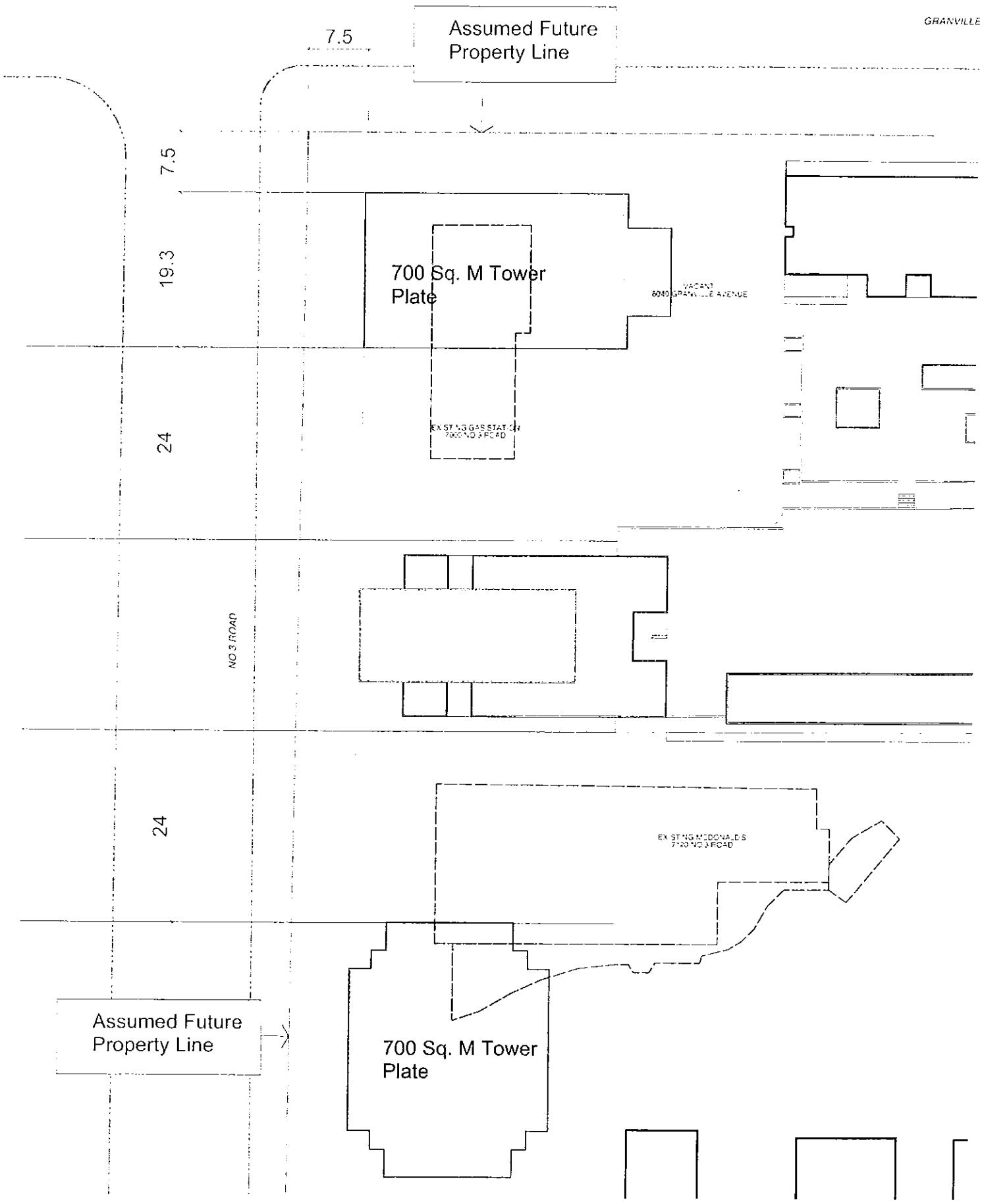
3. **Next meeting:**

The next meeting is scheduled for Wednesday, April 5th, 2006.

"Certified a true and correct copy of the notes of the meeting of the Advisory Design Panel, held on Wednesday, March 22nd, 2006."

Dana Westermark
Chair

Desiree Wong
Recording Secretary


GRANVILLE
7.5
Assumed Future Property Line
7.5
19.3
700 Sq. M Tower Plate
VACANT
6040 GRANVILLE AVENUE
EXISTING GAS STATION
7000 NO 3 ROAD
24
NO 3 ROAD
24
EXISTING MCDONALD'S
7120 NO 3 ROAD
Assumed Future Property Line
700 Sq. M Tower Plate

Gye and Associates Ltd.

Consultants in Urban Forestry and Arboriculture

May 25, 2006

City of Richmond
Policy Planning Department
6911 No. 3 Rd,
Richmond, BC, V6Y 2C1

Attention: Cecilia Aciam, Planner

Cc. Maureen Hetzler – Phillips, Farevaag, Smallenberg Landscape Architects

Dear Ms. Aciam:

Re: 7080 No. 3 Road, Richmond
Tree Protection Report

Please find enclosed our **Tree Protection Report**. We are also attaching as appendices to the Report, a **Tree Inventory** and a **Tree Protection Plan** drawing for reference purposes.

TREE PROTECTION SUMMARY

7 Trees potentially affected by this development (all off-site trees)
0 Trees proposed for removal
7 Trees proposed for retention (1 recommended for removal based on structural condition)

INTRODUCTION

Gye & Associates has been provided with a tree survey of the subject property and a site layout that will result in mixed development including highrise residential condominiums and retail space. Our staff have visited the site and assessed the tree resource. All trees greater than 20 cm in stem diameter (measured 1.4m above grade), located on the proponents lot, city property and on lands immediately adjacent have been tagged and information recorded concerning their species, stem size, canopy breadth, height, health and structural condition. Critical Root Zones[1] have been calculated for all the trees. The Critical Root Zone is considered the amount of soil and root area required to ensure the long-term biological viability of the tree.

[1] Critical Root Zone - calculated using the method approved by the International Society of Arboriculture and the American Society of Consulting Arborists, which calculates the CRZ on the basis of biomass, species, age and condition. See Methaney, Nelda and James Clark, Trees and Development, A Technical Guide to Preservation of Trees During Land Development. (International Society of Arboriculture, Champaign, Illinois. 1998.)

SITE CONDITIONS

The site is comprised of a large, flat, commercial lot. At the time of the arboricultural field work, there were no trees located on the lot and site preparation had already begun. An aerial photo of the site (**see Figure 1**) shows that no trees existed on the site prior to site preparation either. There are 7 trees located on city property and neighbouring lots that encroach onto the subject property, or could potentially be impacted by the development.

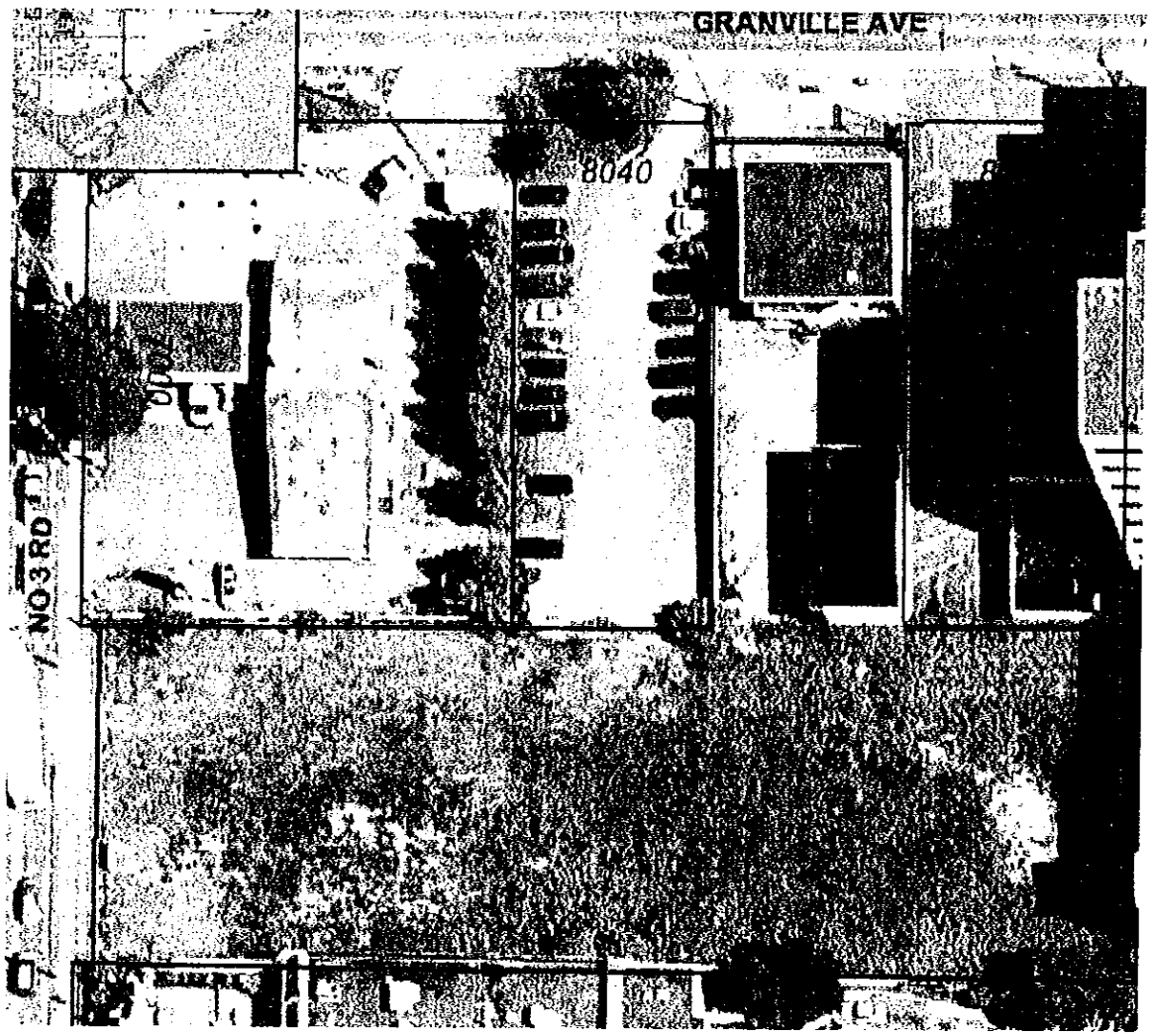
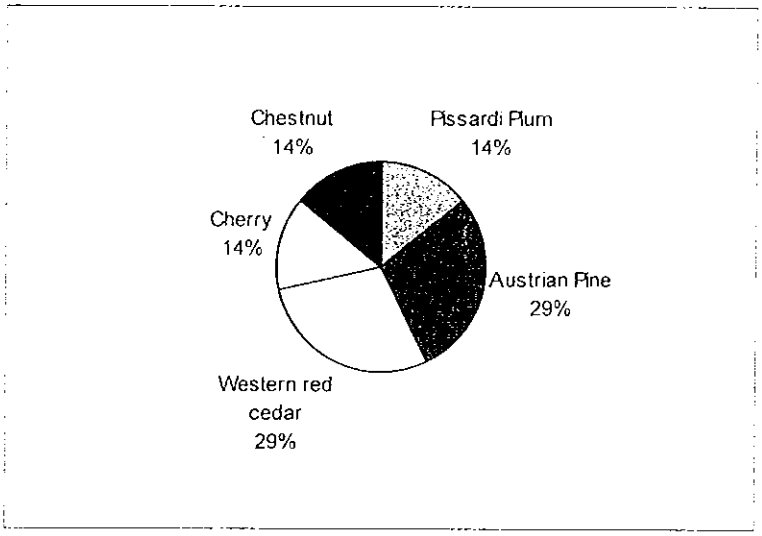


Figure 1. Aerial photo of subject property - from the City of Richmond's online mapping and GIS website – http://www.richmond.ca/discover/maps.htm

TREE RESOURCE

There are no trees larger than 20cm located on the proponent's property. Seven trees of varying species encroach onto the site from neighbouring properties and are referred to as "off-site trees" in this report (see Appendix 1). Four of these trees are located on the property to the south (currently a McDonalds Restaurant) and two trees are located on the property to the north (currently a parking lot and gas station). The City Boulevard on Granville Avenue is planted with one tree. The table and chart below shows the abundance and species composition of the entire off-site tree resource.

Species	Number
Pissardi Plum	1
Austrian Pine	2
Western red cedar	2
Cherry	1
Chestnut	1
Total	**7**



Details of this tree inventory are provided in the table attached as Appendix—1.

All of the trees are in fair to good health. The structural condition of the trees ranges between 'fair' and 'good' with the exception of tree number 5, which is rated as 'poor' due to a strong lean.

DISCUSSION

Recommended Tree Removal
Off-site tree number 5 has the potential to become hazardous during the development process in the event that equipment damage destabilizes the tree. Since this tree is off-site, we cannot recommend its removal without consultation and approval from the land owners of 7000 No. 3 Road where the tree is located. **We recommend that the proponent seek this approval and supply a replacement tree prior to further construction activities.**

Tree Retention
As seen on the Tree Protection Plan (**Appendix 2**), the trees along the south property line (numbers 1-4) have calculated critical root zones encroaching into a proposed internal roadway on the subject property. The trees have grown in this location with an existing retaining wall separating them from the subject property. For this reason, we feel that the roots of the trees do not extensively encroach onto the property, and therefore, the trees should not be impacted during construction. As long as this retaining wall is in place, it will act as protection fencing for the trees during the construction phase, so we have not included fencing around these trees in our Tree Protection Plan.

The Chestnut tree (number 7) located on the boulevard of Granville Avenue will require tree protection fencing constructed as indicated in the Tree Protection Fencing Detail (**Appendix 3**). The location of the fencing is shown in the Tree Protection Plan (**Appendix 2**).

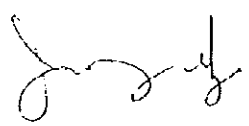
Replacement Trees
Please see the comprehensive landscape plan, created by Phillips Farevaag, Smallenberg Landscape Architects, for the location and species of proposed replacement trees. Since no trees are being removed from 7080 No. 3 Road there is no fixed number of replacement trees required.

Drawings
One drawing is included in this report. A **Tree Protection Plan** drawing, which plots all the off-site trees in relation to the proposed development layout is attached as **Appendix—2**.

End Report.

CERTIFICATION:

This report and the opinions expressed within it have been prepared in good faith and to accepted arboricultural standards within the scope afforded by its terms of reference and the resources made available to the consultant.



Jeremy Gye - Consulting Arborist
I.S.A. Certification # PN-0144

ASSUMPTIONS AND LIMITING CONDITIONS

1. This report and the opinions expressed within it have been prepared in good faith and to accepted arboricultural standards within the scope afforded by its terms of reference and the resources made available to the consultant. The report provides no undertakings regarding the future condition or behavior of the trees reviewed within it. Tree hazard and condition assessments are not an exact science. Both qualities can and do change over time and should be reappraised periodically.

2. This assessment was limited to a visual tree evaluation only. No core samples were taken. No tissue samples have been cultured or analyzed by plant pathologists. No root or root crown excavations were undertaken. No aerial reconnaissance was attempted, beyond that made possible by binoculars. The evaluation period for this assessment is 12 months.

3. Any legal description provided to the consultant/appraiser is assumed to be correct. No responsibility is assumed for matters legal in character. Any and all property is appraised or evaluated as though free and clear, under responsible ownership and competent management.

4. It is assumed that any property is not in violation of any applicable codes, ordinances, statutes, or other governmental regulations.

5. Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, the consultant/appraiser can neither guarantee nor be responsible for the information provided by others.

6. The consultant/appraiser shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in the fee schedule and contract of engagement.

7. Loss or alteration of any part of this report invalidates the entire report.

8. Possession of this report or a copy thereof does not imply right of publication or use for any purpose by any other than the person to whom it is addressed, without the prior expressed written or verbal consent of the consultant/appraiser.

9. Neither all nor any part of the contents of this report, nor copy thereof, shall be conveyed by anyone, including the client, to the public through advertising, public relations, news, sales or other media, without the prior expressed written or verbal consent of the consultant/appraiser—particularly as to value conclusions, identity of the consultant/appraiser, or any reference to any professional society or institute or to any initiated designation conferred upon the consultant/appraiser as stated in his qualification.

APPENDIX 1 - TREE INVENTORY TABLE

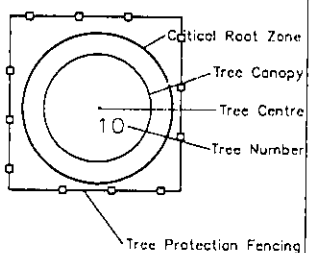
OFF-SITE TREES

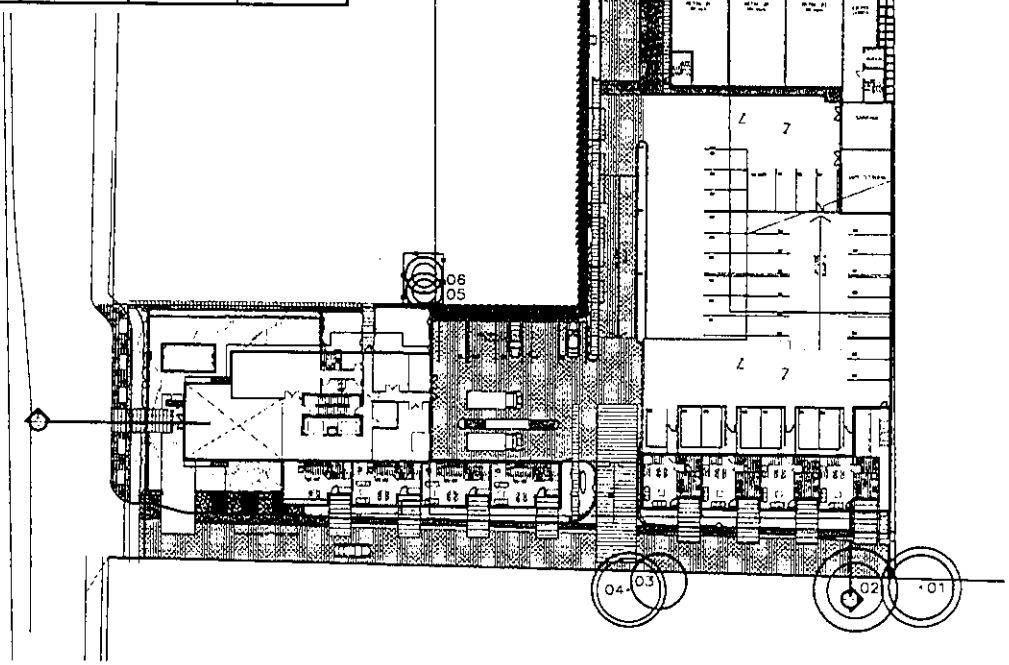
Tree No.	Species	Location	Stem Diameter (cm)	Critical Root Zone.(m)	Canopy radius (m)	Height (m)	Biological Health	Structural Condition
1	Cherry	Off site	35	4.2	5	7.6	Fair	Fair
2	Austrian pine	Off site	45	5.4	3.5	7.6	Good	Fair
3	Pissardi plum	Off site	30	3.6	3.5	6.1	Fair	Fair
4	Austrian pine	Off site	40	4.8	4	9.1	Good	Good
5	Western red cedar	Off site	20	2.4	1.5	7.6	Fair	Poor
6	Western red cedar	Off site	20	2.4	1.5	7.6	Fair	Fair
7	Chestnut	Off site	56	6.72	4.5	10.7	Fair	Fair

APPENDIX 2 - TREE PROTECTION PLAN

Tree No.	Species	Stem Diameter (cm)	Critical Root Zone (m)	Canopy radius (m)	Height (m)
1	Cherry	35	4.2	5	7.6
2	Austrian pine	45	5.4	3.5	7.6
3	Pissardi plum	30	3.6	3.5	6.1
4	Austrian pine	40	4.8	4	9.1
5	Pissardi plum	10	1.2	2	4.6
6	Pissardi plum	10	1.2	2	4.6
7	Western red cedar	20	2.4	1.5	7.6
8	Western red cedar	20	2.4	1.5	7.6
9	Juniper	15	1.8	1.5	4.6
10	Chestnut	56	6.72	4.5	10.7

LEGEND





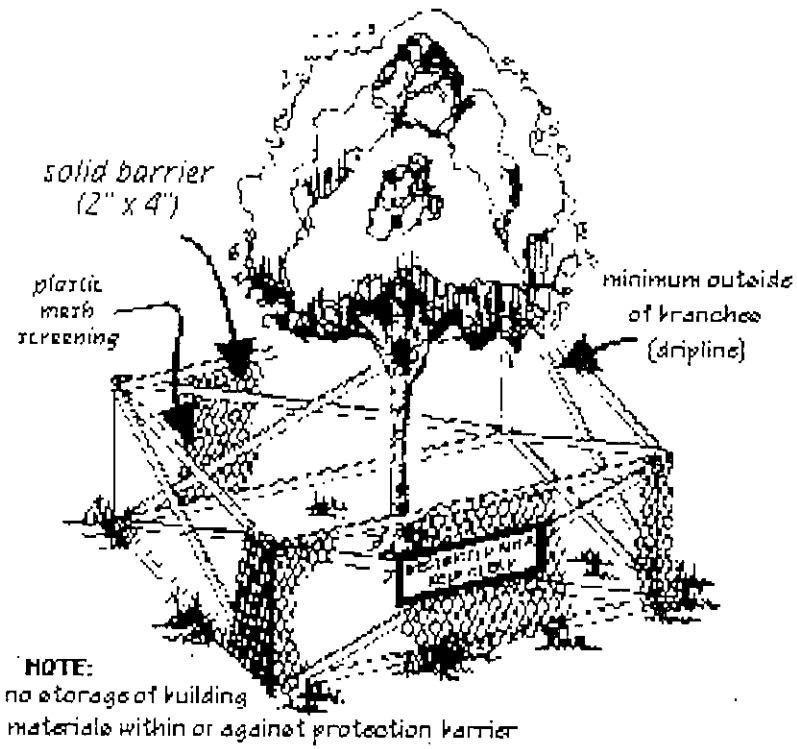
7080 NO.3 ROAD

TREE PROTECTION PLAN

1:250

APPENDIX 3 - TREE PROTECTION FENCING DETAIL

TREE PROTECTION FENCING DISTANCE TABLE	
Trunk Diameter (cm)	Minimum Distance in Meters From Tree (=diax12)
15.0	1.8
20.0	2.4
25.0	3.0
30.0	3.6
35.0	4.2
40.0	4.8
45.0	5.4
50.0	6.0
55.0	6.6
60.0	7.2
75.0	9.0
90.0	10.0
100.0	12.0



The tree protection fencing must be constructed of either **1.2m snow fencing** securely fastened to a (minimum) 2" x 4" wood frame with cross braces or **plywood** nailed to 2" x 4" wood stakes and weatherproof signage every 50m, or less, reading "Tree Protection Area, Keep Out". It is further recommended that the Tree Protection Fencing be located no less than 2 meters outside the dripline.

City of Richmond

Bylaw 8102

Richmond Zoning and Development Bylaw 5300 Amendment Bylaw 8102 (RZ 05-317472) 8080 AND 8084 Granville Avenue and 7080 No. 3 Road

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

1. Richmond Zoning and Development Bylaw 5300, is amended by inserting Section 291.176 thereof the following:

"291.176 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/176)

The intent of this zoning district is to provide for the high density multiple-family residential uses, personal service, business, offices, commercial, and associated accessory services.

291.176.1 PERMITTED USES

RETAIL TRADE & SERVICES, but excluding **gas station**, and the sales and servicing of automobiles, trailers or motorcycles;
OFFICE;
FOOD CATERING ESTABLISHMENT;
HOTEL;
MIXED COMMERCIAL/RESIDENTIAL USE;
MULTIPLE-FAMILY DWELLING;
AUTOMOBILE PARKING;
COMMUNITY USE;
ACCESSORY USES, BUILDINGS & STRUCTURES.

291.176.2 PERMITTED DENSITY

.01 The maximum **Floor Area Ratio** shall be 3.5.

.02 An additional 0.1 **Floor Area Ratio** is permitted PROVIDED THAT it is entirely **used** to accommodate **Amenity Space**.

.03 For the purpose of this subsection, **Floor Area Ratio** shall be deemed to exclude the following:

a) portions of a **building** that are **used** for off-street parking, loading, and bicycle storage;

b) unenclosed balconies;

c) elevator shafts and common stairwells; and

d) mechanical and electrical storage rooms, PROVIDED THAT the total floor area of these facilities does not exceed 100 m^2 (1,076 sq. ft.).

291.176.3 MAXIMUM LOT COVERAGE: 90%

291.176.4 MINIMUM LOT SIZE

.01 A **building** shall not be constructed on a **lot** which is less than 4,500 m^2 (1.1 acres) in area.

291.176.5 MINIMUM SETBACKS FROM PROPERTY LINES

.01 **Public Road** Setbacks: 3 m (9.8 ft.).

291.176.6 MAXIMUM HEIGHTS

.01 **Buildings**: 45 m (147.6 ft.).

.02 **Accessory Buildings** & **Structures**: 12 m (39.4 ft.).

291.176.7 OFF-STREET PARKING

.01 Off-street parking shall be provided in accordance with Division 400 of this Bylaw, EXCEPT THAT:

a) Where two parking spaces are intended to be **used** by the residents of a single **dwelling unit**, they may be provided in a tandem arrangement with one parking space located behind the other and, typically, both spaces set perpendicular to the adjacent manoeuvring aisle;

b) The minimum manoeuvring aisle width shall be 6.7 m (22 ft.)."

2. 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 DEVELOMENT DISTRICT (CD/176)**.

P.I.D. 010-074-147
Parcel "J " Except Parcel "A" (Explanatory Plan 15845) Section 16 Block 4 North Range 6 West New Westminster District Plan 15329

P.I.D. 010-074-074
Parcel "A" (Explanatory Plan 15845) Lot "J" Section 16 Block 4 North Range 6 West New Westminster District Plan 15329

P.I.D. 025-265-148
Lot A Section 16 Block 4 North Range 6 West New Westminster District Plan 52795

3. This Bylaw may be cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8102"**.

FIRST READING	JUL 24 2006
A PUBLIC HEARING WAS HELD ON	
SECOND READING	
THIRD READING	
OTHER REQUIREMENTS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER