



To: Planning Committee

To Planning - Nov. 07, 2006
Date: October 13, 2006

From: Jean Lamontagne
Director of Development

RZ 04-272679


file: 12-8060-20-8144/8143

Re: **Application by Gustavson Wylie Architects for an Official Community Plan Amendment and Rezoning at 11731 and 11991 Steveston Highway from Service Station District (G2) and Single-Family Housing District, Subdivision Area E (R1/E) to Comprehensive Development District (CD/81)**

Staff Recommendation


1. That Official Community Plan Amendment Bylaw No. 7834 be abandoned;
2. That Zoning Amendment Bylaw No. 7835 be abandoned;
3. That Official Community Plan Amendment Bylaw No. 8143, to redesignate 11731 Steveston Highway from "Neighbourhood Residential" to "Neighbourhood Service Centre" in Attachment 1 (Generalized Land Use Map) and from "Low Density Residential" to "Neighbourhood Service Centre" in Attachment 2 (Specific Land Use Map) to Schedule 1 of Official Community Plan Bylaw No. 7100, and to amend the Development Permit Area Map in Schedule 2.8A (Ironwood Sub-Area Plan) of Official Community Plan Bylaw No. 7100, be introduced and given first reading;
4. That Bylaw No. 8143, having been considered in conjunction with:
 - a) The City's Financial Plan and Capital Program; and
 - b) The Greater Vancouver Regional District Solid Waste and Liquid Management Plans;is hereby deemed to be consistent with the said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;
5. That Bylaw No. 8143, having been considered in accordance with the City's Policy on Consultation During Official Community Plan (OCP) Development is hereby deemed not to require any further consultation; and

6. That Bylaw No. 8144, for the rezoning of 11731 Steveston Highway from "Single-Family Housing District, Subdivision Area E (R1/E)" and 11991 Steveston Highway from "Service Station District (G2)" to "Comprehensive Development District (CD/81)", be introduced and given first reading.

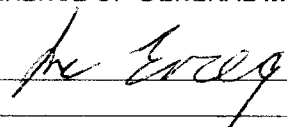


Jean Lamontagne
Director of Development

KE:blg
Att.



Terry Crowe
Manager, Policy Planning

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

Gustavson Wylie Architects has applied to the City of Richmond for permission to rezone 11731 Steveston Highway from Single-Family Housing District, Subdivision Area E (R1/E) and 11991 Steveston Highway from Service Station District (G2) to Comprehensive Development District (CD/81) in order to permit redevelopment of the existing gas station with a limited retail trade area (**Attachment 1**).

An existing gas station is located at 11991 Steveston Highway. The proposed redevelopment includes the neighbouring residential property to the west at 11731 Steveston Highway. An Official Community Plan (OCP) amendment to change the land use designation of 11731 Steveston Highway and to include the subject site in the Ironwood Sub-Area Plan Development Permit Area is associated with the application.

Background of Applications

A previous rezoning application received third reading at the November 15, 2004 Public Hearing. The proposal considered at the Public Hearing included a gas station with a retail trade area (223 m² or 2,400 ft² maximum) and ancillary car wash. The applicants have amended the proposal to remove the car wash component and reduce the retail area of the development. As a result, the previous OCP and Zoning Amendment Bylaws (No. 7834 and No. 7835) are proposed to be abandoned.

The amended proposal includes a gasoline sales outlet and a retail trade area (161 m² or 1,730 ft²), which is smaller than what was originally proposed. The retail trade area is serviced by a drive-through aisle, which will allow for patrons to retain goods from the convenience store. The drive-through will not serve as a pick-up window for a restaurant or food-catering establishment as it is not a permitted use in the proposed zoning. Comprehensive Development District (CD/81) is the zoning for the Petro Canada gas station located at No. 3 Road and Williams Road. The permitted uses, retail area allotment and setbacks included in Comprehensive Development District (CD/81) meet the requirements for this redeveloped gas station proposed for No. 5 Road and Steveston Highway location; therefore, use of an existing Comprehensive Development District (CD) zoning is considered appropriate.

No issues or concerns were raised during the original Public Hearing that require following up with this amended application.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is contained in **Attachment 2**.

Surrounding Development

- To the North: Existing single-family dwellings fronting No. 5 Road on lots zoned Single-Family Housing District, Subdivision Area E (R1/E).
- To the East: On the east side of No. 5 Road, the parking lot for the former Fantasy Gardens site, zoned Botanical Garden District 2 (BG2) and a vacant gas station site zoned Service Station District (G2).

- To the South: The Ironwood Shopping Centre zoned Community Commercial District (C3) and a gas station zoned Comprehensive Development District (CD/57).
- To the West: Single-family lots proposing to redevelop into a 27-unit townhouse complex (RZ 04-272331; DP 05-320225).

Related Policies & Studies

Official Community Plan (OCP) Land Use Map (Generalized and Specific)

The Generalized Land Use Map contained in the OCP designates 11731 Steveston Highway as *Neighbourhood Residential* and 11991 Steveston Highway as *Neighbourhood Service Centre*. The Specific Land Use Map contained in the OCP designates 11731 Steveston Highway for *Low Density Residential* and 11991 Steveston Highway for *Neighbourhood Service Centre*. An OCP amendment is proposed for 11731 Steveston Highway in order to redesignate this site as *Neighbourhood Service Centre* in the Generalized and Specific Land Use Maps.

OCP – Ironwood Sub Area Plan

The Ironwood Sub Area Plan includes Development Permit Guidelines for multi-family developments proposed on the north side of Steveston Highway (Development Permit Area B) and commercial developments on the south side of Steveston Highway (Development Permit Area A). The existing map contained in the Ironwood Sub Area identifies 11731 Steveston Highway (property to be added to gas station) in “Area B” (multi-family Development Permit area), while the corner lot containing the gas station is not designated in any Development Permit area.

Therefore, an amendment to the Ironwood Sub Area Plan Development Permit Area Map is proposed to remove 11731 Steveston Highway from “Area B” and include this site along with 11991 Steveston Highway into “Area A”. The rationale behind the OCP amendment is to apply the appropriate commercial Development Permit Guidelines to the project. These guidelines help reinforce the area as a gateway to Richmond. A map of the proposed changes is shown in **Attachment 3**.

Consultation

Council Policy 5043 – OCP Bylaw Preparation Consultation Policy

The rezoning application and OCP amendment complies with Council Policy 5043 (OCP Bylaw Preparation Consultation Policy). No further consultation with other external agencies, organizations and authorities is required. The Public Hearing will provide an opportunity for area residents, businesses and property owners to comment.

Staff Comments

Technical staff comments are contained in **Attachment 4**. Conditional rezoning requirements are identified in **Attachment 5**. No significant concerns have been identified through the technical review.

Storm and Sanitary Sewer Capacity Analysis

The applicant has completed a storm and sanitary sewer capacity analysis. Upgrades have been identified to the storm and sanitary sewer systems as part of the analysis. The applicant will be required to enter into a Servicing Agreement for the design and construction of storm and

sanitary sewer system upgrades as identified in the approved capacity analysis. The identified works will be at the developer's sole cost without any applicable Development Cost Charge (DCC) credits. Completion of the Servicing Agreement for the capacity upgrades will be a condition of rezoning.

Analysis

Vehicle Access and Off-Street Parking

The existing access configuration consists of one (1) access from No. 5 Road and two (2) accesses along Steveston Highway (right in/right out). The proposed access location maintains the access along No. 5 Road. One consolidated access point along Steveston Highway (shifted away from the intersection) is proposed. The vehicle access along No. 5 Road is to be maintained and modified to allow for right-in/right-out vehicle movements only, which will be achieved by implementing an island to limit vehicle movements. There will be a total of 13 off-street parking stalls (minimum number of stalls required is 10).

A bus shelter located along Steveston Highway is being shifted to the north. A right-of-way is required to be registered for portions of the bus-shelter and concrete pad extending onto the gas station site. Traffic related infrastructure (signal poles, signal control cabinets) is situated at the corner of No. 5 Road and Steveston Highway on the subject site. Land dedications will need to be granted around all City traffic related infrastructure.

A site plan identifying the layout of the vehicle access', parking and building along with preliminary elevations and conceptual landscape plan are contained in **Attachment 6**.

Comparison of Similarly Redeveloped Gas Stations

Redevelopment of older gas station sites has occurred regularly with companies expanding operations to facilitate the inclusion additional commercial uses (i.e., food outlets/retail stores/car wash). The proposal is in line with this trend, with Petro Canada acquiring a neighbouring lot to expand the number of pump islands and retail component of the operation.

The requested zoning, Comprehensive Development District (CD/81) is identical to the zoning for the Petro Canada at the intersection of Williams Road and No. 3 Road, which allows for a maximum retail space of 160.7 m² (1,730 ft²). The proposed retail space for the subject site at Steveston Highway and No. 5 Road complies with the maximum area permitted for retail. The proposed retail space is standard compared to other redeveloped gas stations throughout the City:

- **Husky Station** at Bridgeport Road and Great Canadian Way, Comprehensive Development District (CD/136) – Permitted uses include a gas station, ancillary car wash and retail trade area (223 m² or 2,400 ft² maximum).
- **Chevron Station** at Steveston Highway and No. 5 Road, Comprehensive Development District (CD/57) – Permitted uses include a gas station, ancillary car wash and retail trade area (151 m² or 1,620 ft²).
- **Chevron Station** at Bridgeport Road and No. 5 Road, Comprehensive Development District (CD/150) – Permitted uses are a gas station, retail trade area (limited to 85 m² or 915 ft²) and food catering establishment (limited to 105 m² or 1,130 ft²).

Surrounding Land Uses

There is a mix of land uses in the vicinity of this intersection with proposed multi-family to the west along Steveston Highway and existing single-family to the north of the existing gas station. There is also transportation linkages located in the near vicinity and a significant commercial development to the south (Ironwood and Coppersmith Plaza). Design review and refinement will occur through the Development Permit application to ensure form and character elements and landscaping enhance the intersection as a gateway precinct to Richmond.

Tree Removal and Retention

A tree survey and arborist report is contained in **Attachment 7**. The tree survey and arborist report identified a total of 3 bylaw sized trees to be removed along with removal of a cedar and laurel hedge running along the shared property line between 11731 & 11991 Steveston Highway. There are 3 smaller calliper trees picked up by the survey that do not meet the 20 cm calliper noted in the City's Tree Protection Bylaw. The consulting arborist recommends removal of a majority of trees on the subject properties due to the condition of trees and conflicts with the proposed development. Tree retention was identified for a mature hedge along the north edge of the site as well as a small grouping of deciduous trees located along the northeast edge close to No. 5 Road. The consulting arborist recommended that this grouping of trees should be incorporated into a planting bed.

Based on the tree removal and retention scheme proposed and Official Community Plan (OCP) Development Permit Guidelines regarding landscaping, a minimum of six (6) appropriately sized replacement trees are to be planted on the subject parcel. Hedging that is being removed will be replaced with additional hedging and plantings along the west and north adjacencies of the site. A preliminary landscape plan has been submitted to confirm that replacement trees can be implemented according to guidelines contained in the OCP and ratios established in the City's Tree Protection Bylaw. The landscape plan also indicates that replacement plantings for smaller trees to be removed can be achieved. Refinement of the scheme, including opportunities for additional tree plantings, will be completed through the Development Permit application.

Flood Indemnity Covenant

The subject properties are contained in the urban exempt area, with minimum flood construction levels identified at 0.9 m geodetic. Registration of a flood indemnity restrictive covenant will be a condition of the rezoning application. This complies with the approach outlined in the Richmond 2006-2031 Flood Protection Management Strategy.

Development Permit Application

A Development Permit Application will be required to address building form and character issues, landscaping and related urban design guidelines to address:

- Buffering and sensitivity to the existing single-family neighbourhood.
- Review site illumination and lighting to minimize overspill into residential areas.
- Appropriate building mass and design.
- Adherence with existing Commercial Development Permit guidelines contained in the OCP and Ironwood Sub Area Plan.
- Landscape plans, screening and tree retention and replacement.
- Building design, landscaping and signage representative of a "Gateway" location into Richmond.

Options**Option 1** – Approve the OCP and Zoning Amendment (**Recommended**)**Option 2** – Deny the OCP and Zoning Amendment

Option 1 is recommended on the following basis:

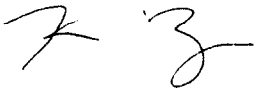
- The inclusion of one additional property to the gas station and its designation for Neighbourhood Service Centre is not considered a significant expansion of the larger commercial centre (Ironwood). The OCP amendment would facilitate the expansion of an existing use and is consistent with the recent direction of redevelopment that other gas stations have undergone throughout the City.
- OCP amendments to include the subject properties in a specified Development Permit area will allow for the proper building form and character guidelines to be applied to the overall site layout, building design and landscaping to ensure the development is properly represented as a gateway locale.
- Expansion and redevelopment of the gas station will facilitate improved vehicle access to the site by consolidating the number of accesses onto Steveston Highway from three to one.

Financial Impact or Economic Impact

None.

Conclusion

The proposal to redevelop the existing Petro Canada gas station by acquiring a neighbouring parcel, expanding the number of pump islands, removing the service bay component of the operation and adding a larger retail store is consistent with the redevelopments of other gas stations throughout the City. The rezoning is also accompanied by an Official Community Plan (OCP) amendment to designate the properties as Neighbourhood Service Centre and apply specific Ironwood Sub Area Plan Development Permit Guidelines. Staff are supportive of the rezoning application and OCP amendments.



Kevin Eng
Planner I
(4626)

KE:blg

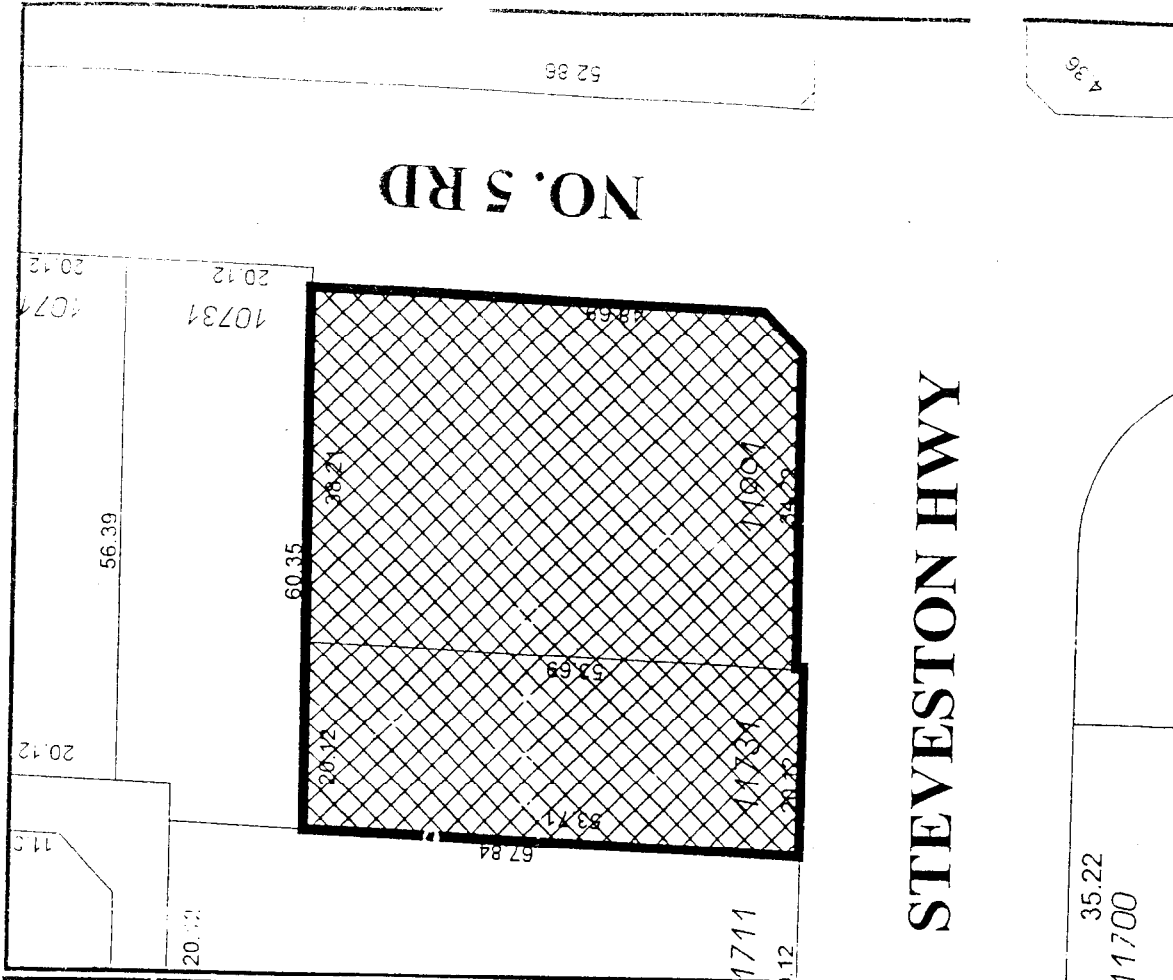
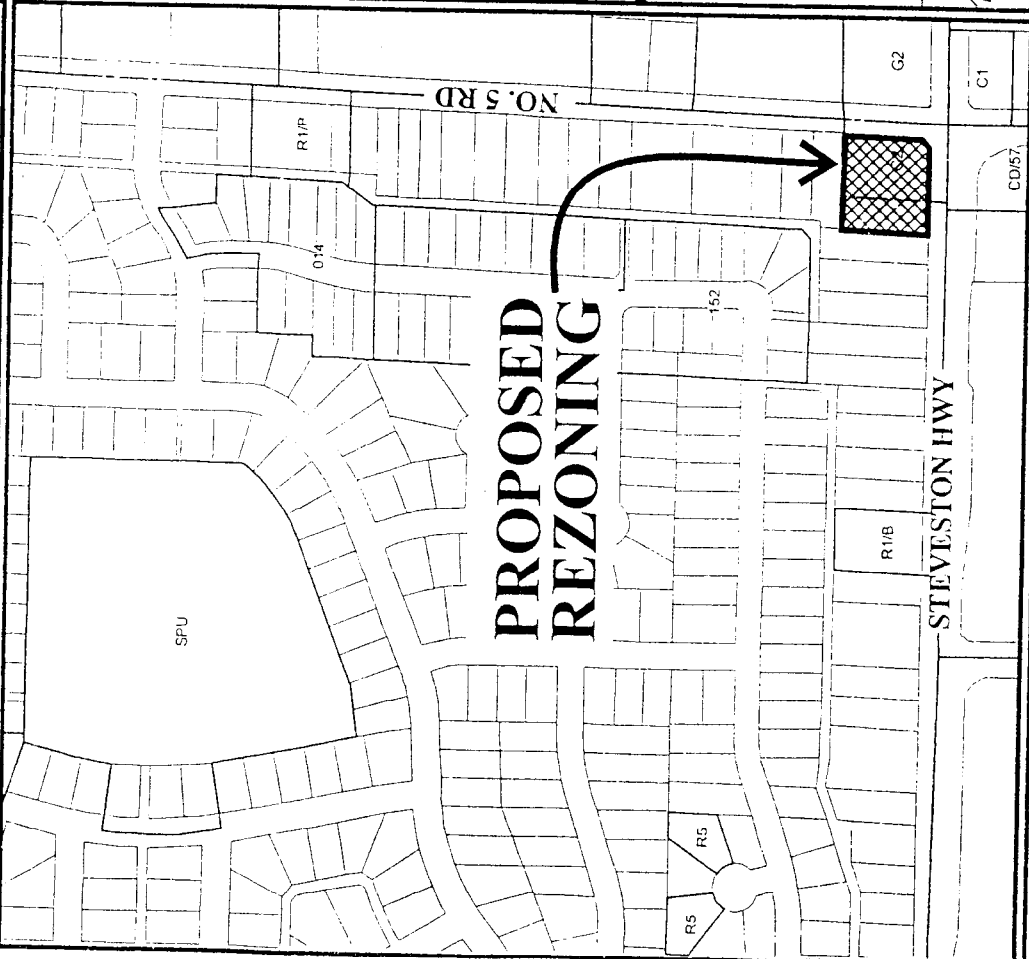
Please refer to Attachment 5 for a list of rezoning requirements to be completed prior to final adoption.

Attachment 1: Location Map and Aerial Photo
Attachment 2: Development Application Data Sheet
Attachment 3: Proposed OCP Amendment

- Attachment 4: Staff Technical Review Comments
- Attachment 5: Conditional Rezoning Requirements Concurrence
- Attachment 6: Proposed Site Plan and Elevations
- Attachment 7: Tree Survey and Arborist Report



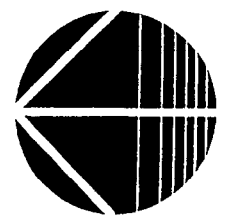
City of Richmond



ATTACHMENT 1

Original Date: 07/08/04
 Revision Date:
 Note: Dimensions are in METRES

RZ 04-272679





RZ 04-272679

Date: 05/04/06

Amended Date:

Note: Dimensions are in METRES



City of Richmond

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

**Development Application
 Data Sheet**

RZ 04-272679

Attachment 2

Address: 11731 and 11991 Steveston Highway

Applicant: Gustavson Wylie Architects

Planning

Area(s): Ironwood Sub Area

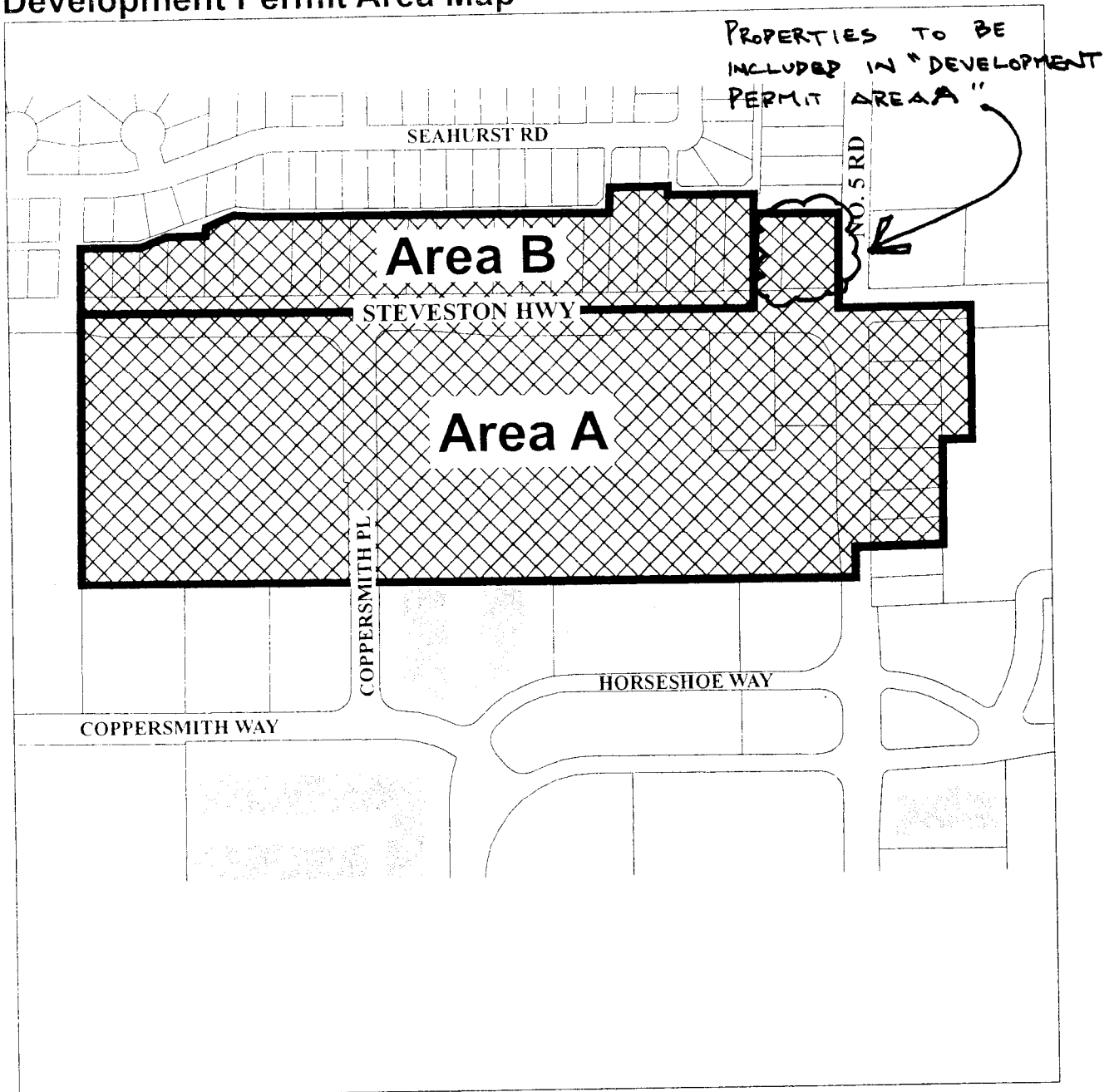
	Existing	Proposed
Owner:	Petro Canada	Petro Canada
Site Size (m²):	11991 Steveston Highway – 2,009 m ² 11731 Steveston Highway – 1,082 m ²	Combined Site – 3,050 m ² * *Dedications included
Land Uses:	Existing gas station and vacant adjacent property	Redeveloped gas station with accessory retail store
OCP Designation (Generalized):	11991 Steveston Highway – Neighbourhood Service Centre 11731 Steveston Highway – Neighbourhood Residential	OCP Amendment Neighbourhood Service Centre for both properties
OCP Designation (Specific):	11991 Steveston Highway – Neighbourhood Service Centre 11731 Steveston Highway – Low Density	OCP Amendment Neighbourhood Service Centre for both properties
Ironwood Sub-Area Plan Designation:	11731 Steveston Highway included in “Development Permit Area B” (Residential developments)	OCP amendment to include both properties in “Development Permit Area A” (Commercial developments)
Zoning:	11731 Steveston Highway – R1/E 11991 Steveston Highway – G2	CD/81

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.35	0.08	none permitted
Lot Coverage – Building:	Max. 35%	23%	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Minimum Setbacks – Building:	Road Setbacks – 12 m Side and Rear Yards – 3 m	Road Setbacks – 31.2 m (Steveston Highway) 25 m (No. 5 Road) Side & Rear Yards – 11.8 m (West) 5.7 m (North)	none
Minimum Setbacks – Pump Islands & Canopies:	Road Setbacks – 4.5 m (Islands) 1.5 m (Canopies) Side & Rear Yards – 9.5 m (Islands) 3 m (Canopies)	Road Setbacks – 11 m & 12 m (Islands) 8 m & 12 m (Canopies) Side & Rear Yards – 11.4 m & 34.6 m (Islands) 7.8 m & 33.6 m (Canopies)	none
Height (m):	9.0 m	7.7 m	none
Off-street Parking Spaces:	10 stalls	13	none

Other: _____

"PROPOSED" Development Permit Area Map



— Area Boundary [Cross-hatch pattern] Strata Buildings

Staff Technical Comments

Engineering

- A servicing capacity analysis has been submitted and reviewed by the City's Engineering Planning Department. Through the review of the engineering consultants servicing capacity analysis, upgrades were identified to the City's storm and sanitary sewer system.
- Storm and sanitary sewer upgrades must be completed through the City's Servicing Agreement process.
- Frontage improvements for the property to be added (11731 Steveston Highway) will be required. Works would be a blend of the existing frontage improvements done at the existing PetroCanada site (11991 Steveston Highway), blending to match the existing OCP for works to the west. This would include a new 1.5m concrete sidewalk at the new property line and grass and treed (Pine Oaks) boulevard. All works would be at the developers costs. These frontage improvements must be completed through the City's Servicing Agreement Process prior to issuance of the Building Permit.

Transportation

- Transportation related infrastructure is located at the corner of No. 5 Road and Steveston Highway, consisting of a control cabinet, signal poles and junction boxes. Land dedication is requested at the corner of No. 5 Road and Steveston Highway to include all transportation related infrastructure.
- There is an existing bus shelter along Steveston Highway. A concrete pad (4.5 m in length by 1.5 m in width) should be implemented and located 1 m north of the south property line in order to allow the existing bus shelter to be shifted to the north. Installation of conduit to allow for illumination of the bus shelter is also required. A public rights-of-passage right-of-way is to be registered over portions of the concrete pad and bus shelter extending onto the Petro Canada site.

Policy Planning

- Based on the City's 2006-2031 Flood Protection Management Strategy, registration of a Flood Indemnity Covenant will be required as a condition of rezoning. The subject properties are both contained in the urban exempt area (0.9 m).

Conditional Rezoning Requirements

11731 and 11991 Steveston Highway

RZ 04-272679

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

1. 2 m road dedication along the entire frontage of 11731 Steveston Highway.
2. Consolidation of all the lots into one (1) development parcel (which will require the demolition of the existing dwelling).
3. Provide additional road dedications at the corner of No. 5 Road and Steveston Highway in order to jog around transportation related infrastructure.
4. Provide a public rights-of-passage right-of-way along the south property line in order to enable the relocation of a concrete bus pad and shelter. This right-of-way should extend 1 m north of the south property line and be approximately 4.5m in length.
5. Registration of a Flood Indemnity Covenant.
6. Enter into a Servicing Agreement* for downstream upgrades of the sanitary sewer, including appropriate securities for the required work, as determined by capacity analysis and as approved by the General Manager of Engineering.
7. Enter into a Servicing Agreement * for downstream upgrades of the storm sewer as determined by capacity analysis and as approved by the General Manager of Engineering
8. Processing of a Development Permit application to a level deemed acceptable by the Director of Development.
9. Ministry of Transportation Approval.

Please note the following requirements that have been agreed to and must be fulfilled prior to issuance of the Building Permit:

1. Completion of the City's standard Servicing Agreement for the design and construction of frontage works across 11731 Steveston Highway. Works would be a blend of extending west what was done on the original Petro Canada frontage at 11991 Steveston Highway to matching the Official Community Plan (OCP) standard at the new west property line, which is a grass and treed (Pin Oaks) boulevard with a 1.5 m sidewalk at the property line. Works are at the developers' sole cost - no credits.

[Signed original on file]

Signed

Date

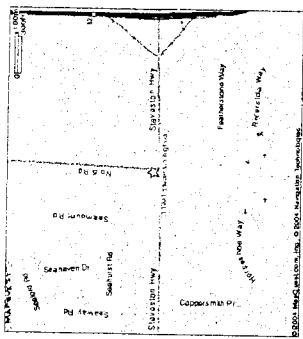


PETRO-CANADA STEVESTON HIGHWAY NEIGHBOURS
 11991 STEVESTON, RICHMOND, B.C.
 OUTLET NO: 02807

GMA
 GURTFANSON WYLE ARCHITECTS INC.
 410 FLOOR 576
 SEYMOUR
 VANCOUVER BRITISH
 COLUMBIA CANADA
 V6B 3K1
 PHONE (604) 687-2511
 FAX (604) 687-4203

MARCH 28, 2006	SITE PLAN
DP1	

ATTACHMENT 6



2. CONTEXT PLAN
 DP1
 SCALE: 1:100

COMPREHENSIVE DEVELOPMENT DISTRICT CODE	11991 STEVESTON HIGHWAY NEIGHBOURS
ADDRESS	BRITISH COLUMBIA
LEGAL DESCRIPTION	10 SEC 36 BIKAN HIGHWAY R. 13375 EXCEPT PLAN LMP4728

PERMITTED USE	GAS STATION RETAIL TRADE NOT FACEDING 165 72 92
---------------	---

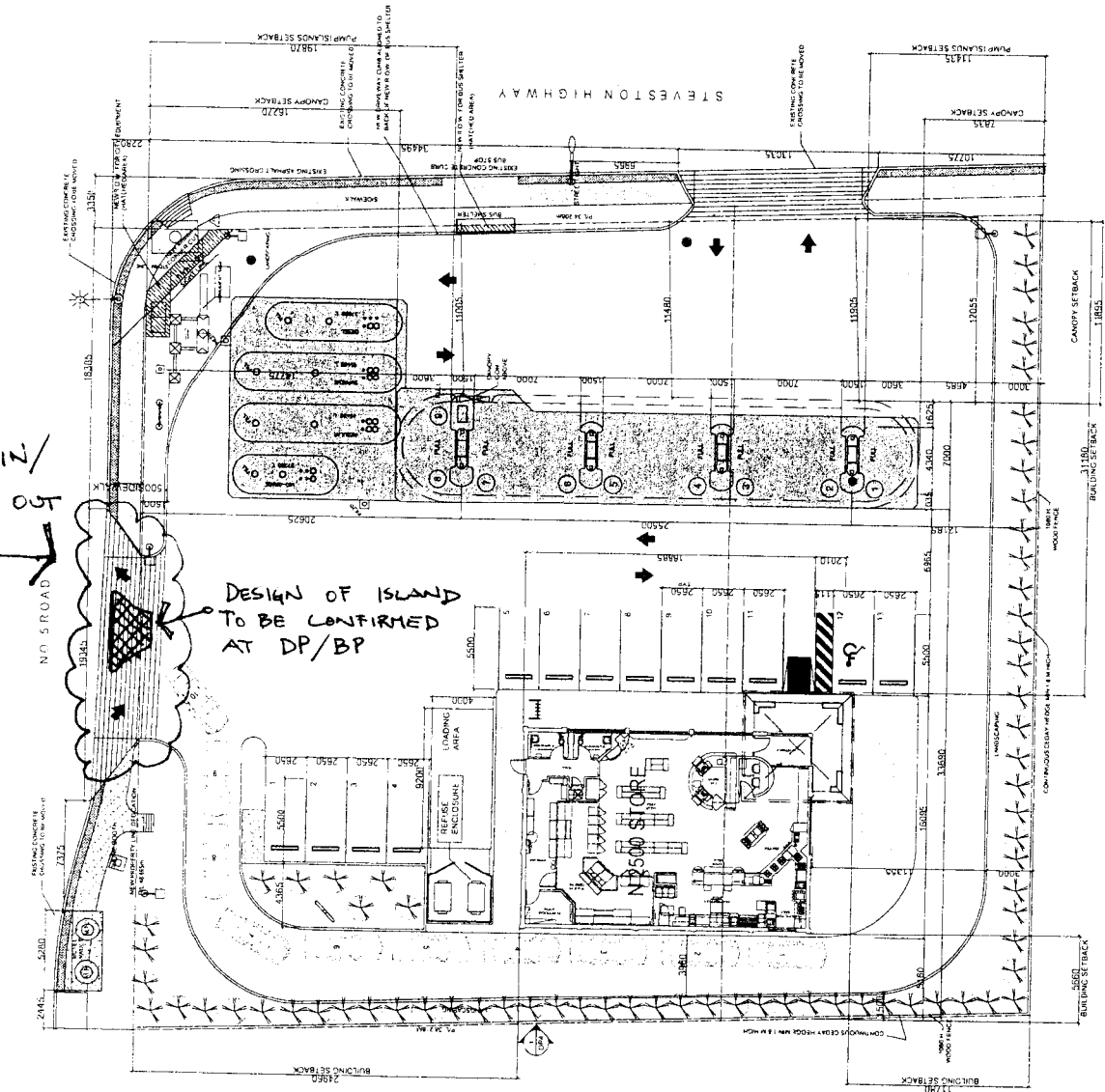
SITE AREA (GROSS)	3055.83 m ²
BUILDING FLOOR AREA	249.48 m ²
PERMITTED DENSITY	MAXIMUM 0.08
FAR (GROSS)	0.35
249.48 m ² / 3055.83 m ² = 0.08	

LOT COVERAGE IN % OF NET LOT AREA	35% MAX
SERVICE STATION (INCLUDING CANOPY 278 m ²)	727.48 m ² / 3055.83 m ²
%	24%

LANDSCAPING
 MINIMUM SETBACKS OF 1.5 METERS FROM PROPERTY LINES
 ROAD SETBACKS 12 m (39 FT 6 IN)
 SIDE & REAR YARD SETBACKS 1.5 m (4 FT 11 IN)
 MINIMUM SETBACKS OF PUMP ISLANDS AND CANOPIES
 ROAD SETBACKS
 A) PUMP ISLANDS AND ABOVE CHANGING STORAGE TANKS 4.5 m (14 FT 9 IN)
 B) CANOPIES 1.5 m (4 FT 11 IN)
 SIDE & REAR YARD SETBACKS 1.5 m (4 FT 11 IN)
 C) CANOPIES 1.5 m (4 FT 11 IN)
 D) CANOPIES 3 m (9 FT 8 IN)

HEIGHT OF BUILDING (IN METERS / STOREYS)	INCLUDED	PROVIDED
BUILDING	9.0m	7.65m
STRUCTURE	20.0m	6.55m

OFF-STREET PARKING CALCULATION	4 SPACES FOR EACH 100 SQ M GROSS FLOOR AREA OF BUILDING	REQUIRED	PROVIDED
REQUIRED PARKING CALC. IN % OF GROSS FLOOR AREA	138.4 / 43.32	6	6
STORAGE SPACE		2	4
HANDICAPPED PARKING		1	1
SUB-TOTAL		9	13



ADJACENT PROPERTY RESIDENTIAL

1. SITE PLAN
 DP1
 SCALE: 1:100



PETRO-CANADA STEVESTON HIGHWAY NEIGHBOURS
 11991 STEVESTON, RICHMOND, B.C.
 OUTLET NO. 02807

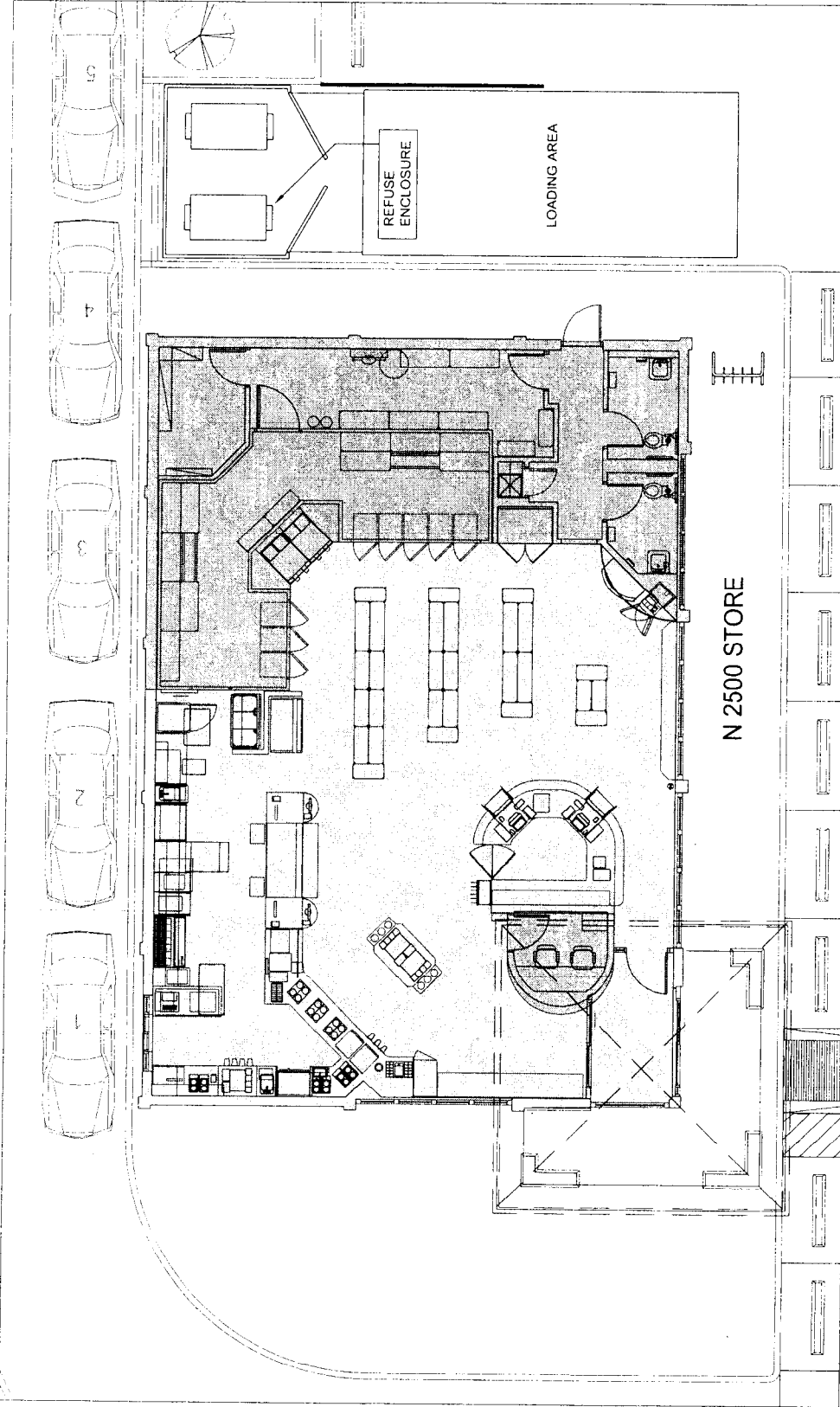


GUSTAVSON WYCKE ARCHITECTS INC.
 4th FLOOR, 576
 S. WOOD ST. STEELES
 W. 401 AVE. RICHMOND
 COLUMBIA CANADA
 V6B 3K1
 PHONE (604) 887-2511
 FAX (604) 887-4203

JULY 19, 2006

FLOOR PLAN

DP2



FLOOR AREAS	PROVIDED
RETAIL AREAS	160.7 SQ.M
STORAGE AREAS	88.58 SQ.M
SUB TOTAL AREAS:	249.28 SQ.M

NORTH

2 FLOOR PLAN
 SCALE 1:50
 DP1

**Tree Assessment for
11991 / 11731 Steveston HWY
City of Richmond, BC**

Richmond File Number: RZ04 - 272679

**c/o
Gustavson Wylie Architects Inc
4th Floor – 576 Seymour Street
V6B 3K1**

**Prepared by
MGF Horticultural INC.
9790 – 128A Street
Surrey, BC
V3T 3C9**

Arborists: Peter Mennel and Michel Fadum

**April 2006
Revised June 9, 2006 – *Revisions in italic format***

1. Introduction

We attended the site on March 29, 2006 for the purpose of making preliminary recommendations for tree removal and retention in accordance with the City of Richmond's Tree Protection By-law No. 8014. The application is for the rezoning and gas station redevelopment at 11731 / 11991 – Steveston HWY, Richmond BC.

The development site contains an existing gas station, a four bay service garage and retail store on the corner of No 5 Road and Steveston HWY. The residential lot to the west, proposed for rezoning was vacant at the time of the assessment. Five trees and a laurel hedge were identified and numbered to correspond with the tree locations on the plan provided. The survey plan, as provided by McElhanney Associates Land Surveying Ltd. is attached hereto for reference.

We have reviewed the provided landscape plans and have again attended to the site. We recommend that efforts are made to maintain the existing grades at the north property to the existing curbs to provide for the opportunity to preserve the hedgerow of conifers slightly inside the property line. This will further ensure that the offsite trees are not significantly impacted. Some clearance pruning may be required to achieve the necessary vehicular clearance.

2. Findings

Four of the five trees and the hedge are located on 11731 – Steveston HWY at the North, South and East borders. The fifth tree is located at the northeast corner of property

11911. Very few opportunities for tree retention exist on this site due to the anticipated large-scale site disturbance and the overall poor quality of the trees. Three offsite trees of “protected” size were also identified on the property directly to the north.

The following outlines the tree assessment and recommendations for removal or retention:

#226 - Cherry (*Prunus, sp*) – DBH: 0.47m

This tree is of moderate form and condition and shows early signs of cherry bark tortrix moth damage. It will suffer extensive root damage during the drive through and hard surface installation.

Recommendation: Remove.

#220 - Apple (*Malus, sp*) – DBH: 0.33m

This apple tree is in poor condition and has pockets of heartwood decay. It is located within the proposed drive through lane.

Recommendation: Remove.

#225 – Maple (*Acer, sp*) – DBH: 0.40m

This tree is primarily on City property and has been topped and pruned for hydro line clearance leaving it with an asymmetrical crown. Many of the pruning cuts have poorly calloused leaving pockets of decay. It will likely conflict with the proposed access off Steveston HWY.

Recommendation: Remove

#223 – English Holly (*Ilex aquifolium*) – DBH: 1.2m (combined)

This twelve-stem holly (~ 0.1m DBH per stem) is in moderate condition. It is located south of the proposed gas island.

Recommendation: Remove

#214, 214 and 215 – Beech (*Fagus sylvatica* cv. ‘Dawyk’) – DBH: 0.15 and less

These trees are of good condition and form.

Recommendation: Retain in landscaping bed or incorporate into new landscaping plan.

Laurel (*Prunus L reynvaanii*) – DBH: 0.05m – 0.34m

The laurel hedge has approximately 21 plants with a total of 76 stems. It has been pruned along the lower west side and is in moderate condition. Its location conflicts with the proposed gas island and hard surface installation.

Recommendation: Remove hedge.

Offsite Trees

Three trees within 2m of the property line were identified along the south side of the property directly north of the development site. They include two Birch, #209-212, (*Betula pendula*) and one Douglas fir, #219, (*Pseudotsuga menziesii*) that range in DBH from approximately 0.4m to 0.6m. As the extent of the excavation and disturbance along the north end of the development site is unknown at this time, it is recommended these trees be reassessed with excavation, construction and grading plans with consideration given to mitigation work. *Preserve and protect offsite trees along with the hedgerow*

along the north property line of the property. Provide minimal clearance pruning under the direction of the project arborist.

3. Summary

Four of the five trees and the laurel hedge require removal based on their health / structure and location in relation to proposed building envelopes and anticipated site disturbance. Tree #5 should be retained, either within the existing landscaping bed or relocated to another. *Ensure no impact to offsite trees and the hedgerow along the north property line. Ensure that existing grades are maintained from the north property line to the existing curb.*

4. Limitations

This Arboricultural field review report is based on site observations on the dates noted. Effort has been made to ensure that the opinions expressed are a reasonable and accurate representation of the condition of the trees reviewed. All trees or groups of trees have the potential to fail. No guarantees are offered or implied by MGF Horticultural Inc. or its employees that the trees are safe given all conditions. The inspection is limited to visual examination of accessible items without dissection, excavation, probing, coring or climbing. Trees can be managed, but they cannot be controlled. To live, work or play near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.

The findings and opinions expressed in this report are representative of the conditions found on the day of the review only. Any trees retained should be reviewed on a regular basis. The root crowns, and overall structure, of all of the trees to be retained must be reviewed immediately following land clearing, grade disturbance, significant weather events and prior to site usage changes.

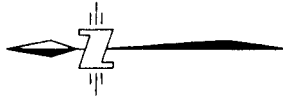
Please contact the undersigned if you have any questions or concerns regarding this report.

MGF Horticultural Inc.

Peter Mennel

ISA Certified Arborist: PN 5611A

SKETCH PLAN SHOWING TREES ON AND NEAR LOTS 10 AND 11 SEC 36 B4N R6W NWD PLAN 13375



SCALE 1 : 500

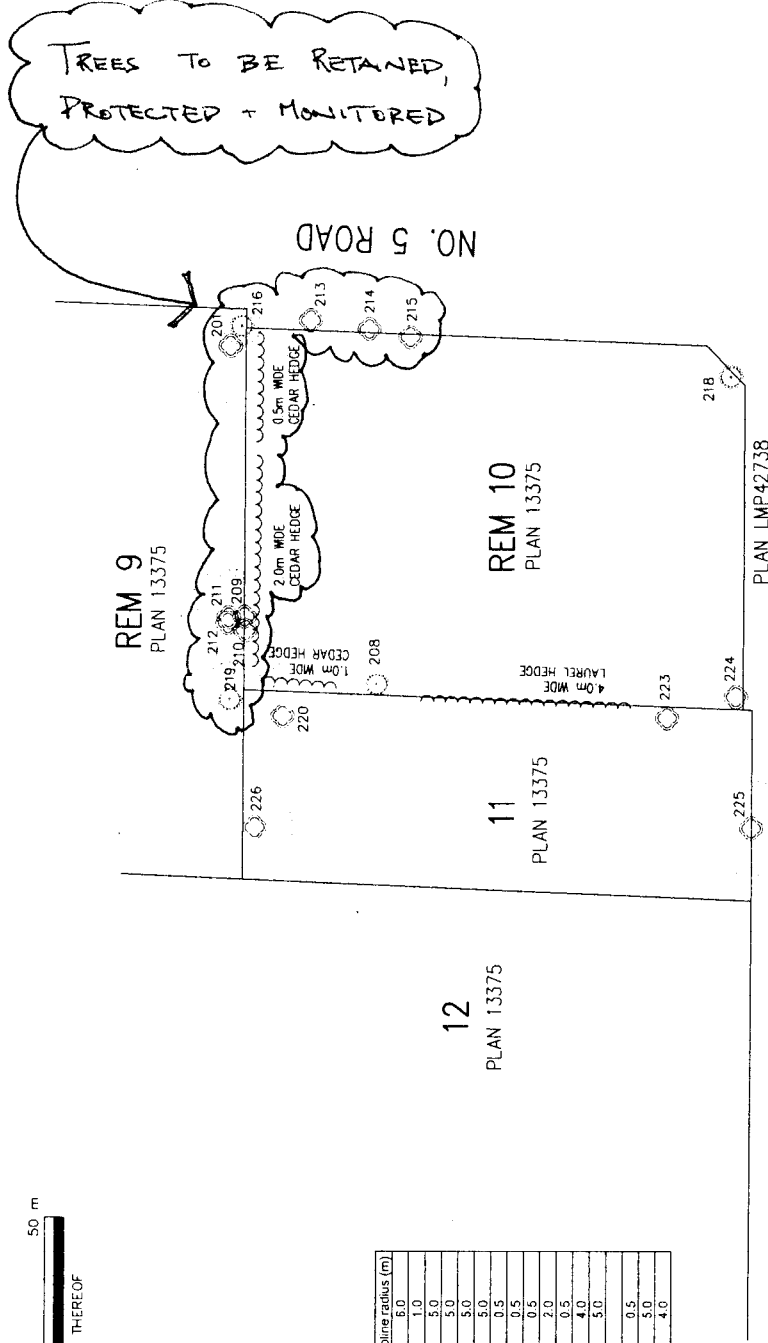


ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF

LEGEND:

- CONIFEROUS TREE
- DECIDUOUS TREE

Tree number	diameter (mm)	Species	circumference (m)
201	500	BIRCH	6.0
208	100	CEDAR	1.0
209	300	BIRCH	3.0
210	300	BIRCH	3.0
211	300	BIRCH	3.0
212	300	BIRCH	3.0
213	100	DECID	0.5
214	100	DECID	0.5
215	100	DECID	0.5
216	15	CEDAR	2.0
218	50	ORNAMENTAL	0.5
219	500	FIR	4.0
220	300	DECID	5.0
223	MULTI STEM	HOLLY	0.5
224	50	DECID	0.5
225	500	DECID	5.0
226	300	CHERRY	4.0



TREES TO BE RETAINED,
PROTECTED + MONITORED

STEEVESTON HWY

McELHANNAY ASSOCIATES
LAND SURVEYING LTD.
13160 88th AVENUE
SURREY, BC V3W 3K3
TEL: 604-596-0391
FILE: 2112-07330-01
DATE: APRIL 4, 2006



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8143 (RZ 04-272679)
11731 Steveston Highway**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation in Attachment 1 (Generalized Land Use Map) and Attachment 2 (Specific Land Use Map) to Schedule 1 thereof of the following area and by designating it "Neighbourhood Service Centre".

P.I.D. 003-676-471

Lot 11 Section 36 Block 4 North Range 6 West New Westminster District Plan 13375

2. Richmond Official Community Plan Bylaw 7100 is amended by replacing the Development Permit Area Map in Schedule 2.8A (Ironwood Sub-Area Plan) with the map shown as "Schedule 1 attached to and forming part of Bylaw 8143".
3. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8143**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

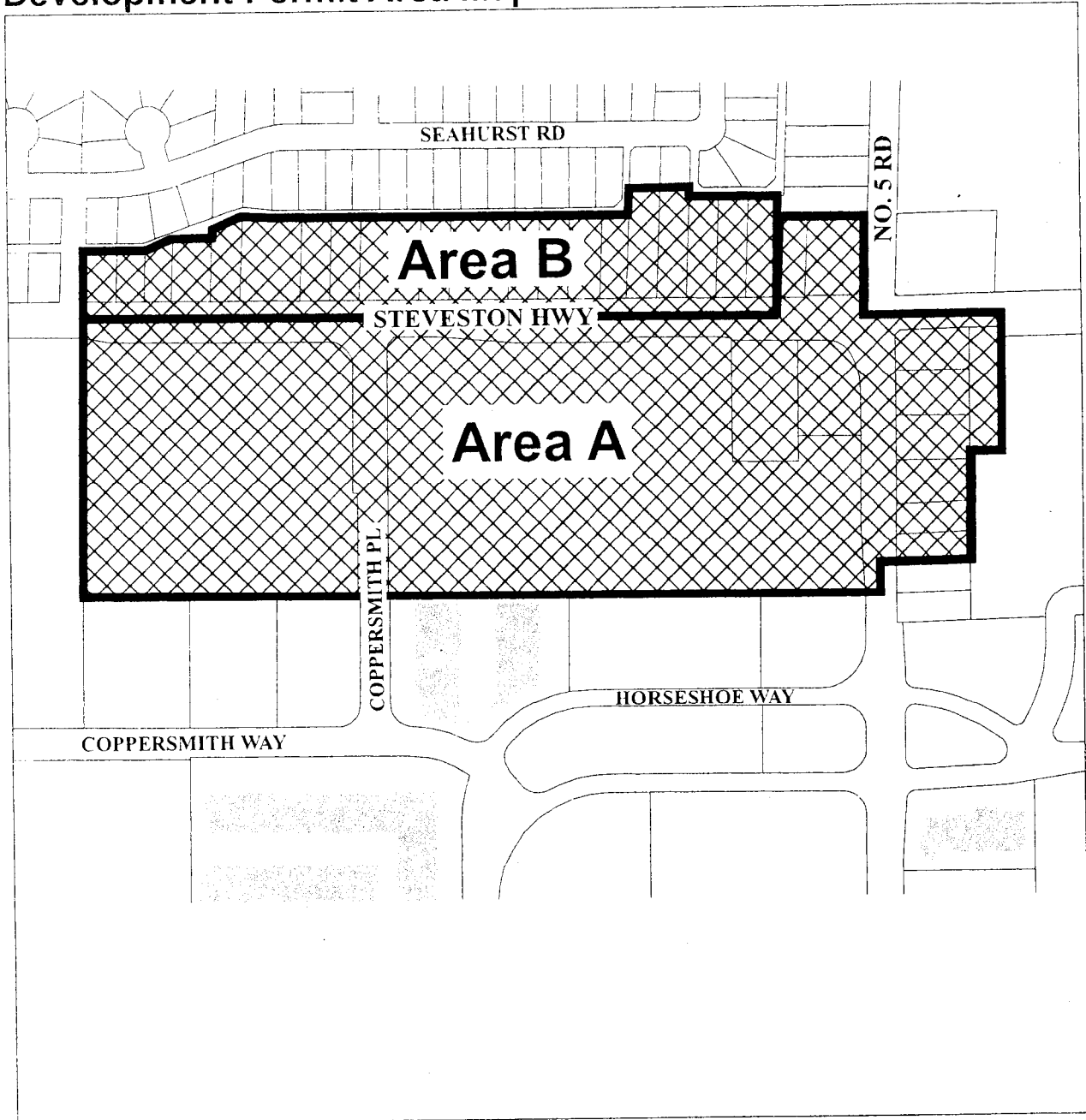
ADOPTED


CITY OF RICHMOND
APPROVED by <i>[Signature]</i>
APPROVED by Director or Solicitor <i>[Signature]</i>

MAYOR

CITY CLERK

Development Permit Area Map



— Area Boundary  Strata Buildings



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8144 (RZ 04-272679)
11731 & 11991 STEVESTON HIGHWAY**

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/81)**.

P.I.D. 003-676-471

Lot 11 Section 36 Block 4 North Range 6 West New Westminster District Plan 13375

P.I.D. 004-030-249

Lot 10 Except: Part Dedicated Road on Plan LMP42738; Section 36 Block 4 North Range 6 West New Westminster District Plan 13375

- 2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8144”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CITY CLERK