



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee

To Planning - Nov. 07, 2006
Date: October 18, 2006

From: Jean Lamontagne
Director of Development

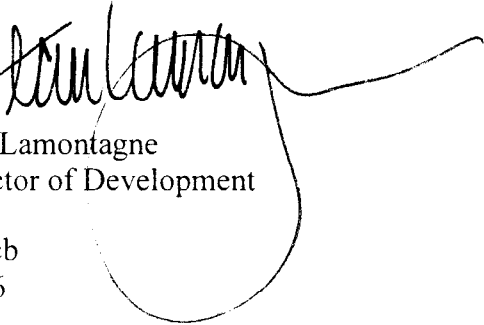
RZ 04-276170

Re: **Application by Jacken Investments Inc. for Rezoning at 11351, 11391, 11411, 11431, 11471 and 11491 Steveston Hwy. from Single-Family Housing District, Subdivision Area E (R1/E) to Townhouse District (R2-0.6)**

File: 12-8060-20-8140

Staff Recommendation

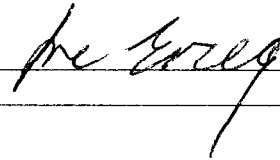
That Bylaw No. 8140, for the rezoning of 11351, 11391, 11411, 11431, 11471 and 11491 Steveston Hwy. from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Townhouse District (R2-0.6)", be introduced and given first reading.


Jean Lamontagne
Director of Development

JL:dcb
Att. 6

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Jacken Investments Inc. has applied to the City of Richmond for permission to rezone 11351, 11391, 11411, 11431, 11471 and 11491 Steveston Hwy from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Townhouse District (R2-0.6)" in order to permit a multiple residential development comprised of approximately 41 two and three storey dwelling units. A site location map and aerial photograph are provided in **Attachment 1**.

Project Description

This development proposal attempts to address the key issues that were identified by residents in the area during the rezoning review for 11511 Steveston Hwy. (RZ 03-0232158), the development site immediately to the east of the subject site. Specifically, this application includes the following features:

- No vehicular or pedestrian access to the existing rear lane;
- Cross access provided via an internal laneway which will eventually connect through to adjacent properties to the east and west;
- No greater than 2 storey housing along the existing rear laneway;
- Provision of landscaped berms along Steveston Hwy;
- Keeping overall density to 0.6 FAR or below;
- No tandem parking.

A conceptual site plan and elevations are provided in **Attachment 2**.

This development is two, two and a half and three storeys in form, has a central amenity area and landscaped berms along its entire frontage to Steveston Highway, and vehicle access via public rights of passage right of way with access to connecting properties on both the east and west. Only one direct access to Steveston Hwy. is planned for this site. A secondary access to Steveston Hwy. will be available to the residents through the neighbouring lot to the east via the above mentioned public rights of passage right of way.

An Arborist's report is provided in **Attachment 3**.

Findings of Fact

A Development Application Data Sheet (see **Attachment 4**) providing details about the development proposal is attached.

Surrounding Development

To the North: Large lot single-family properties zoned R1/E and LUC 152.

To the East: A future development site at 11511 Steveston Hwy. The site has undergone a rezoning (RZ 03-232158 approved Oct 2005) and a development permit review (DP 04-278285 issued Nov. 2005). This site will be developed for 27 two and three storey townhouse dwelling units. A public rights of passage right of way across this site will allow access for residents of the subject property to Steveston Highway.

To the South: The Ironwood Shopping Centre along the south side of Steveston Hwy zoned Community Commercial District (C3) and Comprehensive Development District (CD/34).

To the West: Six single-family properties of varying size between the subject properties and Seaward Gate, zoned R1/E.

Related Policies & Studies**Official Community Plan Policies Regarding Multiple-Family Residential Development**

The proposal complies with the Official Community Plan (OCP) policies on Arterial Road Redevelopment.

Ironwood Sub-Area Plan

The Ironwood Sub-Area Plan identifies the area along the north side of Steveston Highway across from the Ironwood Shopping Centre as suitable for townhouse use.

Key features identified under the Project Description discussion directly correspond to the Development Permit Guidelines within the Ironwood Sub-Area Plan. The application generally conforms to the prescribed settlement patterns, massing and height, landscape elements, and parking and services identified within Section 8.3 of the Ironwood Plan.

The project design will be further developed as part of the Development Permit Process.

Consultation

Consistent with the OCP Policies on consultation for Multiple-Family Residential Development, no specific neighbourhood meetings were held regarding this proposal given that the neighbourhood residents provided a great deal of input into the adjacent development proposal at 11511 Steveston Hwy (RZ 03-232158). The main design elements of concern to the neighbourhood were incorporated into amendments made to the Ironwood Sub-Area Area Plan and are being applied to this application.

To the time of writing, no calls or letters have been received from the public regarding the development proposal.

Staff Comments

Staff Technical Review comments are attached (see **Attachment 5**). All significant technical concerns identified by City staff through the technical review have been addressed in this proposal.

Ministry of Transportation Approval

The Ministry of Transportation (MOT) has previously given approval on the original design proposal for this development. Since then the application was amended by the addition of two new lots. Staff are waiting for final MOT confirmation on the proposal but note that MOT staff's preliminary comments suggest that the addition will not affect their previous endorsement. Final MOT approval is required prior to adoption of the Rezoning Bylaw.

Storm and Sanitary Analysis

A storm and sanitary capacity analysis has submitted by the applicant's Engineers and their conclusions accepted by City Engineering staff. The owner will be required to enter into a Servicing Agreement to undertake the identified upgrades to those utilities affected by this development and to contribute the appropriate share of the costs for these works. The details will be worked out through the Servicing Agreement which is a condition of the Rezoning approval.

Analysis

Land Use

This development proposal is similar in nature to the recently reviewed application for 11511 Steveston Hwy (RZ 03-232158) and for a proposal at 11651, 11671, 11691 and 11711 Steveston Hwy (RZ 04-272331). It responds to the key issues raised by the neighbourhood residents who provided comment during the extensive review of the application for 11511 Steveston Hwy.

Vehicle Access

From a technical perspective, vehicle access to the existing laneway remains the preferred approach, however, the strong preference by the neighbourhood to not extend this access to the multi-family developments along the north side of Steveston Highway has been acknowledged and affirmed by Council. The proposal's access through PROP Right of Way via the neighbouring development is the next best alternative and reflects the Ironwood Sub-Area Plan's restrictions on the number of access points to Steveston Hwy.

Maintenance of the ROW will be the responsibility of the Strata not the City.

A Servicing Agreement for frontage upgrades to the Steveston Highway frontage is required prior to Building Permit issuance.

Tree Protection

The applicant has submitted an Arborist's report. A summary of the proposed tree retention and replacement plan is also included in **Attachment 3**. More than 70% of the 58 existing trees on the site were found to be in either poor or very poor health. Proposed grade changes to the site limit the ability to retain most of the remaining trees on the site. The proponent has proposed the installation of 108 replacement trees and the retention of four existing trees. Staff have reviewed the replacement / retention plan and believe it to be appropriate for the overall development. The proposal meets the OCP goal of 2 for 1 replacement planting.

No variances are being sought for this development and the applicant has provided a reasonable landscaping plan for the site and adequately addresses tree preservation and protection issues with this project.

The modest residential density increases associated with this, and adjacent developments between Shell Road and Seaward Gate, are supported by staff and are consistent with the Official Community Plan given the proximity to the Ironwood Shopping complex on the south side of Steveston Highway.

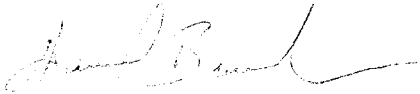
Taking these points into consideration, along with the technical review, **staff recommend support for this application**

Financial Impact or Economic Impact

No identified impacts.

Conclusion

Staff have reviewed the Rezoning application for 11351, 11391, 11411, 11431, 11471 and 11491 Steveston Hwy. and believe that all of the technical issues can be addressed. Staff are supportive of the rezoning application.



David Brownlee
Planner 2

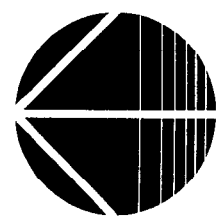
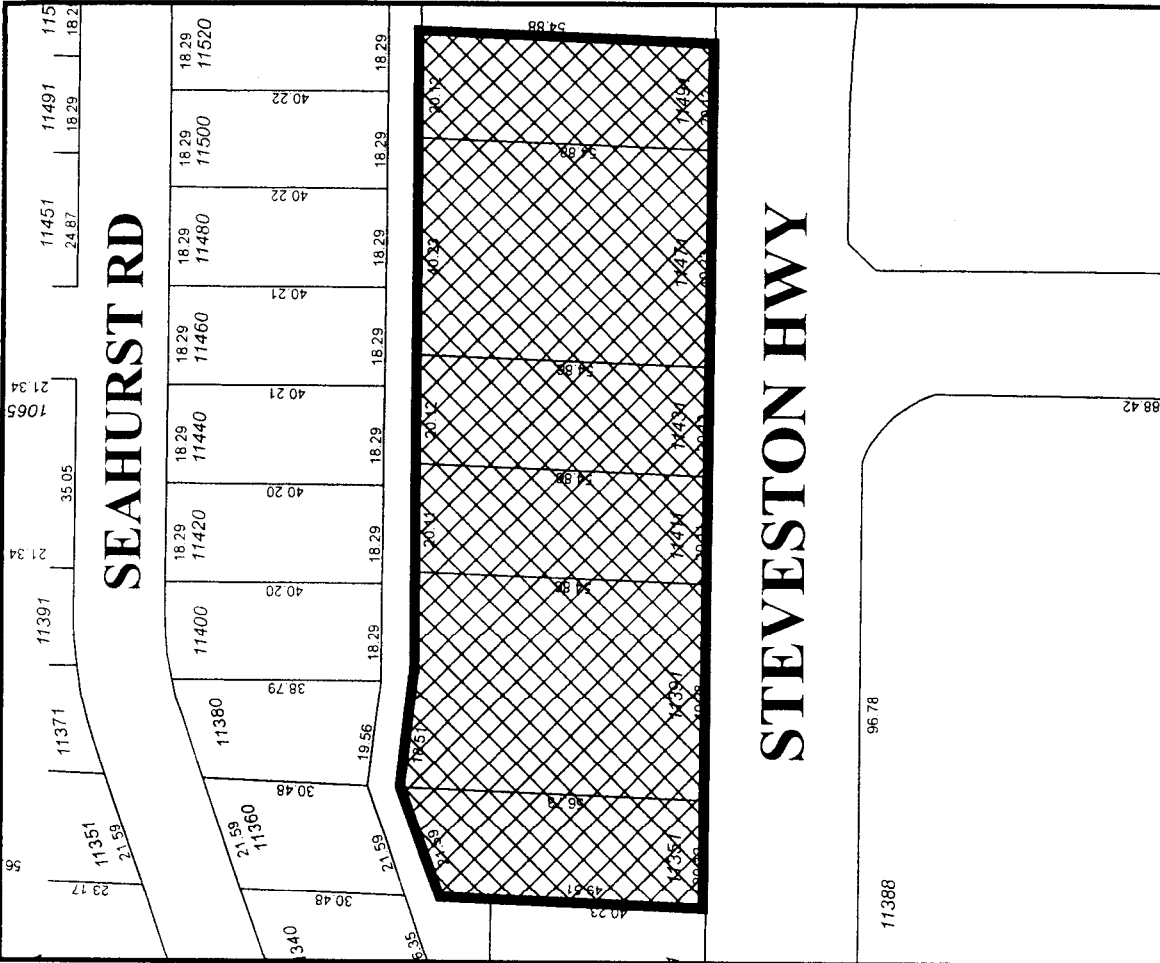
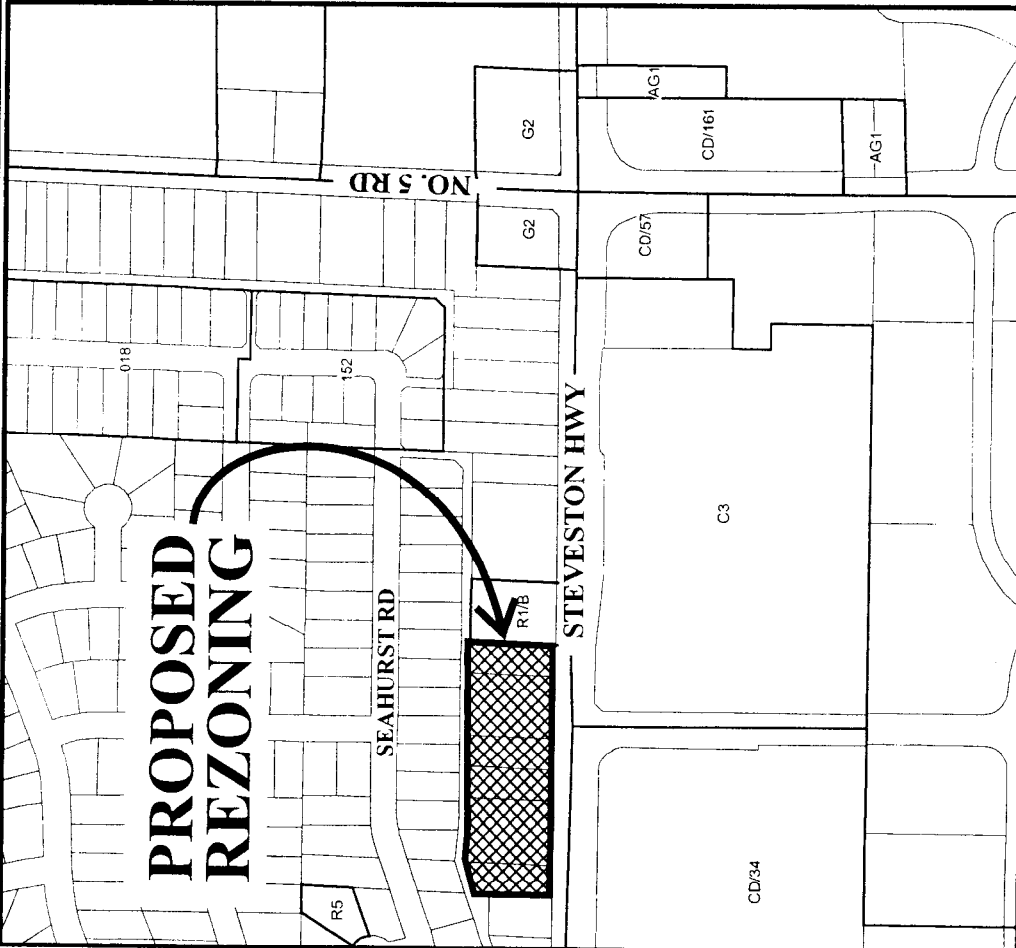
DCB:cas

- Attachment 1: Location Map and Aerial Photograph
- Attachment 2: Conceptual Development Plans – Site Plan and Elevations
- Attachment 3: Arborist's Report
- Attachment 4: Development Application Data Sheet
- Attachment 5: Staff Technical Review Comments
- Attachment 6: Conditional Rezoning Requirements Concurrence



City of Richmond

PROPOSED REZONING



RZ 04-276170

Original Date: 08/25/04

Revision Date: 08/22/06

Note: Dimensions are in METRES



**SUBJECT
PROPERTY**

SEAHURST RD

SHELL RD

STEVESTON HWY

COPPERSMITH PL

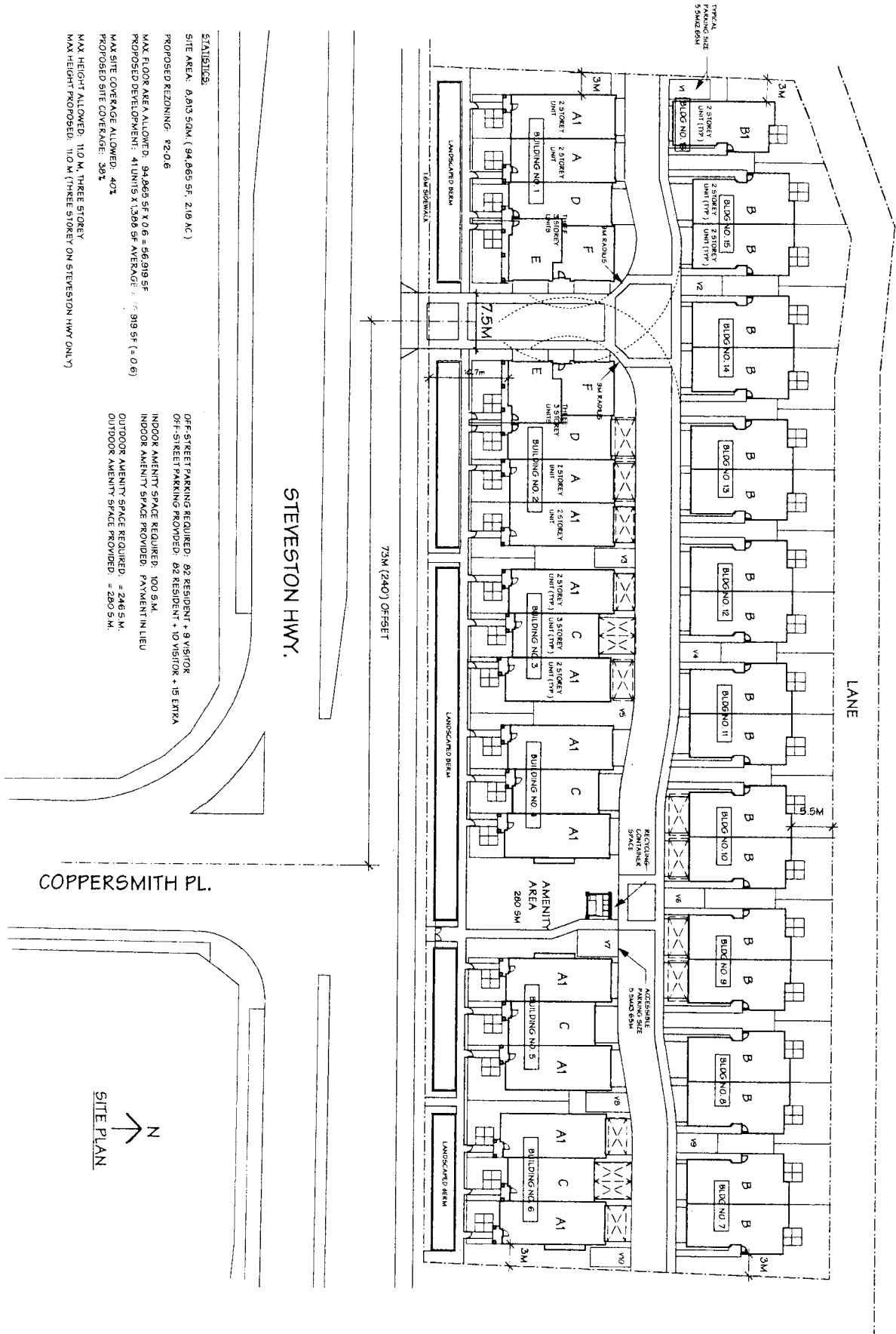


RZ 04-276170

Original Date: 08/22/06

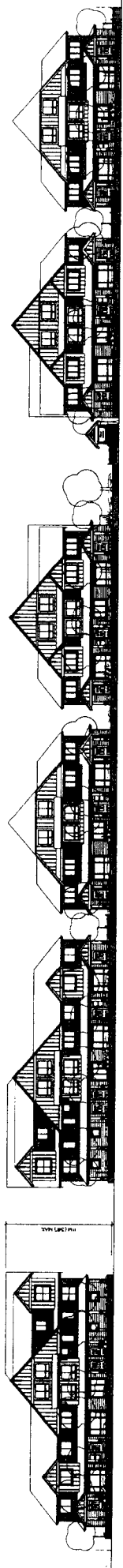
Amended Date:

Note: Dimensions are in METRES

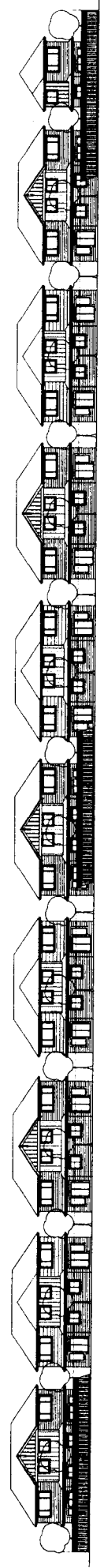


STATISTICS:
 SITE AREA: 6,813.50M² (94,869 SF, 210 AC.)
 PROPOSED REZONING: R2-0-6
 MAX. FLOOR AREA ALLOWED: 94,865 SF X 0.6 = 56,919 SF
 PROPOSED DEVELOPMENT: 41 UNITS X 1,389 SF AVERAGE = 56,919 SF (= 0.6)
 MAX. SITE COVERAGE ALLOWED: 40%
 PROPOSED SITE COVERAGE: 39%
 MAX. HEIGHT ALLOWED: 11.0 M, THREE STOREY
 MAX. HEIGHT PROPOSED: 11.0 M (THREE STOREY ON STEVESTON HWY ONLY)

OFF-STREET PARKING REQUIRED: 82 RESIDENT + 9 VISITOR
 OFF-STREET PARKING PROVIDED: 82 RESIDENT + 10 VISITOR + 15 EXTRA
 INDOOR AMENITY SPACE REQUIRED: 100 SQM
 INDOOR AMENITY SPACE PROVIDED: PAYMENT IN LIEU
 OUTDOOR AMENITY SPACE REQUIRED: 246.5 M²
 OUTDOOR AMENITY SPACE PROVIDED: 280.5 M²

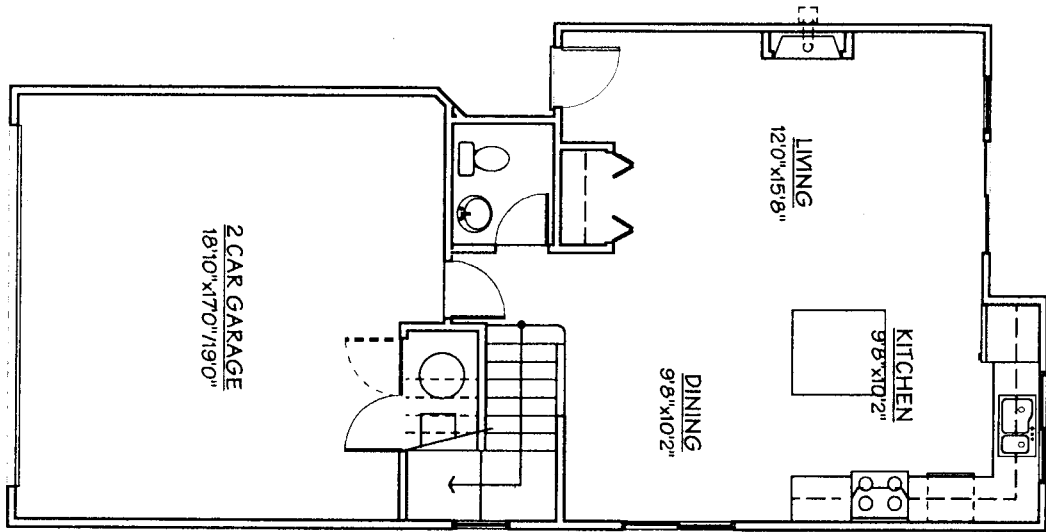


SOUTH ELEVATION (STEVESON HWY.)



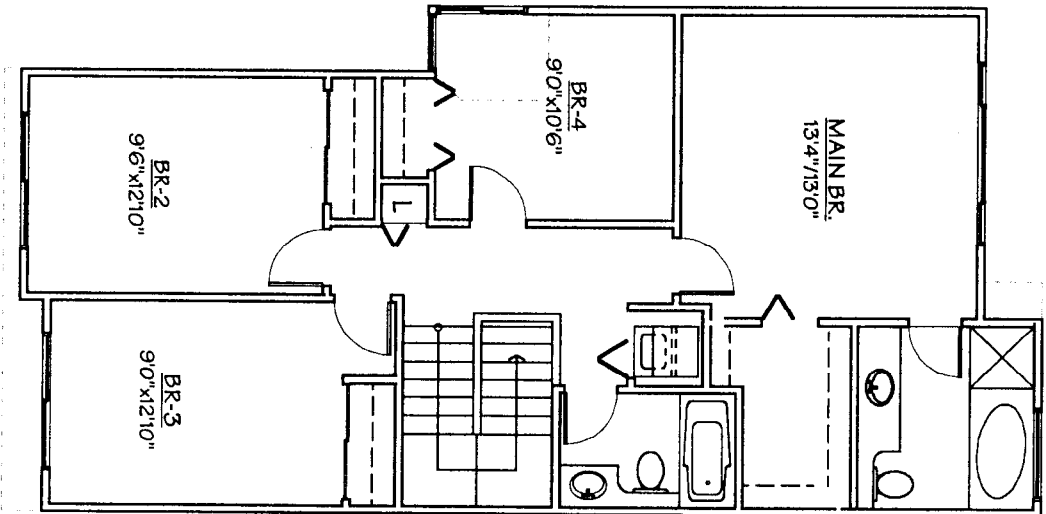
NORTH ELEVATION (LANE)

UNIT B - 1,430 SQ.FT.



GROUND FLOOR PLAN

565 SQ.FT.



SECOND FLOOR PLAN

865 SQ.FT.

#0527-A

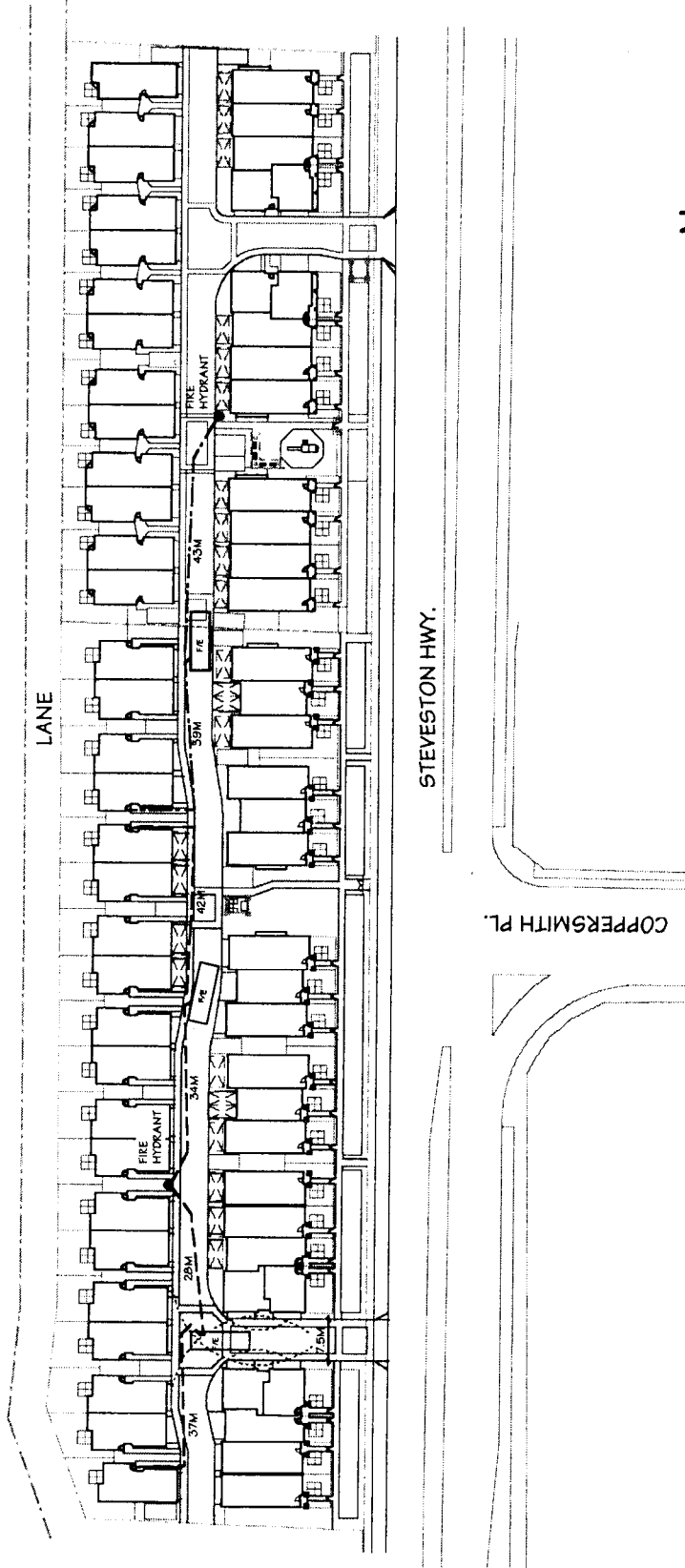
AUG. 24, 2006

41 UNIT TOWNHOUSE DEVELOPMENT
11351 - 11491 STEVESTON HIGHWAY, RICHMOND

tomizo yamamoto architect
2386 Oak Street Vancouver B.C. V6H 4J1
tel (604) 731-1127 Fax. (604) 731-1327
E-mail : tyarch@shaw.ca

11331 - 11491 STEVESTON HIGHWAY

11511 STEVESTON HIGHWAY



FIRE FIGHTING PLAN

SCALE: 1" = 100'-0"

0429

SEPT. 12, 2006

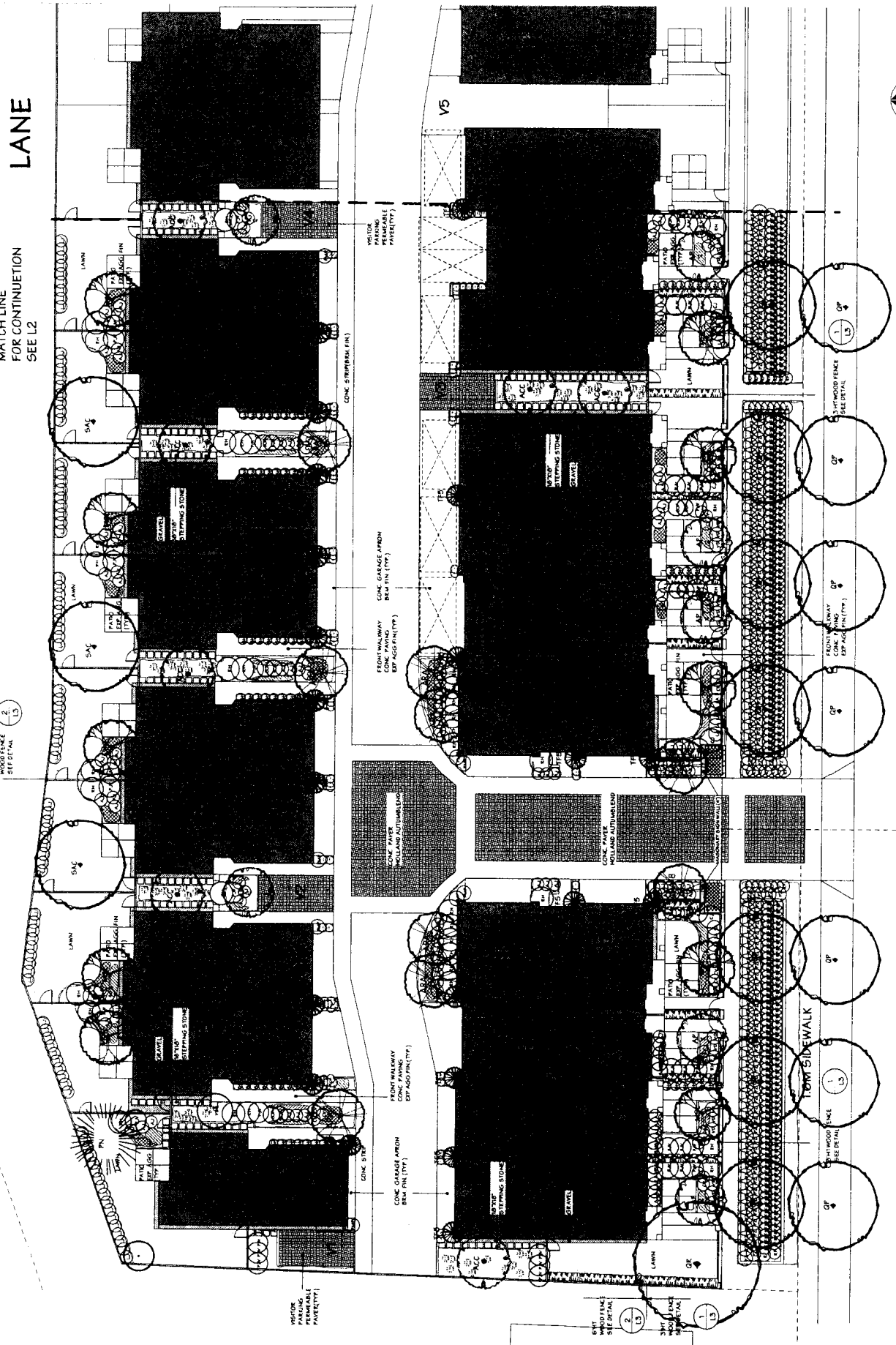
TOWNHOUSE DEVELOPMENT
 11351-11391-11411-11431-11471-11491
 Steveston Hwy., Richmond, B.C.

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 2386 Oak Street, Vancouver, B.C. V6H 4J1
 Tel. 604-731-1127 Fax. 604-731-1327
 E-mail : tyarch@shaw.ca

MATCH LINE
FOR CONTINUATION
SEE L2

6' HT
WOOD FENCE
SEE DETAIL
1
1.5

6' HT
WOOD FENCE
SEE DETAIL
1
1.5



LANE

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Landscape Architects
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RICHMOND, B.C. V6X 2E4
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Fax: (604) 272-9836
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Project:
11351 STEVESTON HWY
RICHMOND, B.C.

Drawing No:
LANDSCAPE PLAN

Scale:	1" = 10'
Client:	MR
Designer:	TR
Date:	SEPT 13, 2008
Job:	0621
Sheet:	



L1 of 3

**ARBORTECH
CONSULTING LTD**

MEMORANDUM:

July 4, 2006

rev August 9 2006

File: 06128

Attn.: **Tom Yammamoto****Tom Yammamoto Architect**

2386 Oak Street

Vancouver B.C. V6H 4J1

Cc: Eric Sze – Jacken Investments Inc

Project: **Townhouse Development Proposal
11351 to 11491 Steveston Highway Richmond BC**Re: **Tree Retention Study**

Dear Mr. Yammamoto,

As requested by the owner, I have undertaken a detailed assessment of the existing trees located the above referenced project. The site is proposed for re-development into a multi-family land use. The City of Richmond requires an assessment to determine which trees are viable for retention. This report provides a summary of my findings, and is to be read in conjunction with the attached tree retention plan and tree inventory list.

TREE RETENTION ASSESSMENT

Working from the tree survey provided, all existing site trees larger than 20cm dbh were inspected to determine their size, type and condition to meet city requirements. Based on those findings, I also provide recommended treatments (i.e. retain or remove) in context with the current project design. The attached tree retention plan and tree inventory list detail the results of that study.

In general, I report that the site trees are mostly native introduced species planted many years ago as part of the individual landscapes of the six existing homes on the site. A majority are small trees including fruit trees and ornamental varieties, with assorted hedges and windrows. It was commonly found that the trees have been poorly maintained and neglected, resulting in reduced viability, and in some cases disease and decay have rendered them valueless.

Where trees were found to be in poor condition or worse, the trees were specified for removal, unless their location and/or the defect allowed safe retention. Trees that were candidates for retention (all other trees) were reviewed for construction impacts. The designation for treatment and rationale for removal are provided in the tree list for reference. All trees proposed for retention are specified as such conditional to further reviews during the detailed design and construction phases of the project. A major conflict with many of the trees selected for retention is the need to pre-load the site in preparation for building the townhouses. This process is highly destructive to roots and soil hydrology. The developer has agreed to have his design consultants and geo-technical engineer look into pre-load slope retaining devices and interim drainage systems to reduce pre-load impacts in proximity to the retained trees.

TREE PROTECTION

In order to mitigate the potential for construction impacts to retained trees, they will need to be protected from damage. Note that direct mechanical impacts to trunks, limbs and roots cannot be repaired. A tree will suffer permanent damage from these wounds. Also, indirect damage to roots by excavation too close to the trunk, soil compaction from machinery driving on the soil, changes in the drainage regime, or fill placement suffocating the roots may not show symptoms immediately, but these disturbances could kill or destabilize the tree.

- Install temporary tree protection fencing to the dripline (crown extents) before any land clearing, demolition or construction phases commences.
- If encroachment into any tree retention area is required for any reason, it should be authorized in advance by the project arborist. Special measures may need to be implemented to allow access, and some activities will not be allowed.
- Underground services, drainage components (especially pipes and swales), and finished grading shall not cause any grade changes (any excavation or fill) within the tree retention areas, and grade changes of surrounding lands that would result in storm water accumulation or depletion within the tree protection zone is not appropriate.
- Activities within and access to the tree retention areas are restricted so that no one may cause or allow the deposit of any soil, spoil, aggregate, construction supplies, construction materials and/or waste materials. Vehicles and equipment may not pass within these zones. The retained trees may not be used to affix signs, lights, cables or any other device. Pruning, root pruning or any other treatment to the retained trees must be performed by a qualified arborist or under the direction of the project arborist.
- Retained trees or tree retention areas should be re-inspected by the project arborist prior to the occupation of the site, and/or whenever the site superintendent or owner deems necessary.
- During the landscape installation, it is just as important to consider the above criteria and recommendations. Some tree species can be killed by adding as little as 2 inches deep topsoil to their root zone.
- Additional treatments related to tree protection may be specified at the discretion of the project arborist and are described below.

POSSIBLE TREE TREATMENTS

Root Pruning - The trees being retained in close proximity to any excavation will require monitoring and inspection during the excavation process. Roots that are encountered must be pruned cleanly at the excavation limits, in order to protect the roots from being damaged at a point closer to the tree, and to initiate re-growth of roots. Further detail of root pruning methods will be provided if the treatment is required.

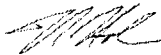
Pruning - The retained trees can be pruned in order to meet site safety and landscape objectives, for example to clean deadwood from the crown and to increase lines of sight by crown raising (removing lower limbs). Other treatments such as remedial pruning may be required if branches are wounded or damaged. Trees that may be increased exposure to wind and that have dense crowns may need to be thinned by light spiral pruning methods. All treatments would require hiring a tree service company, and would be restricted to completion by a qualified arborist who can demonstrate competency in proper pruning techniques. The full scope of the treatments can be provided in a specification developed by the project arborist.

Mulching - Trees that may be affected by disturbance may benefit from a protective layer of mulch over their root zones. Trees that have new direct sun exposure to the soil caused by the removal of adjacent trees, or that may have soil desiccation related to adjacent excavation may require treatment. Placement of 75 mm of bark mulch over the root zone of affected trees may be prescribed by the project arborist.

Supplemental Watering - The retained trees may be prone to drought stress from changes to their growing environment. Along with other factors, impacts from root loss, lateral drainage from soil exposed to excavations, and partial clearing of a site causing increased evaporation from the soil may require intervention. In some cases, retained trees may require manual watering of their root zones for an interim period as they adjust to the new disturbance around them. This may require a water source close by, or the use of a water truck. A contractor may need to be hired to provide such services.

If you have any questions please call me at 604 275 3484 to discuss.

Regards,



Norman Hol
Consulting Arborist
ISA Certified Arborist, Qualified Wildlife and Danger Tree Assessor

Enclosure; tree inventory list, tree retention plan, photo appendix

TREE INVENTORY LIST

JACKEN INVESTMENTS - TOM YAMAMOTO ARCHITECTS
TOWNHOUSE DEVELOPMENT PROPOSAL
11351 TO 11491 STEGVESTON HIGHWAY

file 06128

NOTE:

Trees are tagged in the field
Tree numbers refer to the tree assessment plan prepared by Arbotech, but surveyed for location by others
Dbh denotes the diameter of the trunk, measured in cm at 1.4 m above grade.
Condition Rating scale: Very Poor, Poor, Fair, Good, Very Good

Tree #	Dbh	Species	Condition	Comments:	Treatment	Rationale/Notes:
1	35	Purple-leaved plum	Poor	Heavy suckering and dieback was observed.	Remove	Condition
2	m	Plum	Very Poor	Cankers on stems and with associated decay, heavy sucker growth, stems are splitting apart.	Remove	Condition
3	45	Sycamore maple	Fair	Previously headed but recovered with good leader unions.	Remove	In building envelope
4	60	Laburnum	Very Poor	Leans 45 degrees to the east with severely decayed trunk.	Remove	Condition
5	60	Cherry	Poor	Volunteer multi-stemmed tree with poor structure and low value.	Remove	Condition
6	60	Holly	Poor	One sided foliage crown to the west.	Remove	Condition
7	28	White cedar	Fair		Remove	Small tree easily replaced
8	45	Atlas cedar	Very Poor	Suffering from severe and chronic foliage blight resulting in minimal LCR remaining.	Remove	Condition
9	60	Atlas cedar	Good	Stout and healthy tree.	RETAIN	Note the conflict with the proposed berm. Conditional to city approval, re-design is required to maintain existing grades.
10	70	Saucer magnolia	Fair	Decay in the leader union makes it a poor candidate for transplant, but it is viable for retention if the design can accommodate it.	RETAIN	Pre-load conflicts must be resolved, and pruning would be required if building footprint remains as presented currently.
11	30	Purple-leaved plum	Fair	Heavy sucker growth.	Remove	In building envelope
12	40	Cherry	Fair		RETAIN	Pre-load conflicts must be resolved, and pruning would be required if building footprint remains as presented currently.
13	35	Cherry	Fair		RETAIN	Pre-load conflicts must be resolved, and pruning would be required if building footprint remains as presented currently.
14	35	Cherry	Fair		Remove	In building envelope

TREE INVENTORY LIST

JACKEN INVESTMENTS - TOM YAMAMOTO ARCHITECTS
TOWNHOUSE DEVELOPMENT PROPOSAL
11351 TO 11491 STEGVESTON HIGHWAY

file 06128

Tree #	Dbh	Species	Condition	Comments:	Treatment	Rationale/Notes:
15	35	Purple-leaved plum	Poor	Some dieback noted, but valuable tree in frontage landscape.	RETAIN	Note the conflict with the proposed berm. Conditional to city approval, re-design is required to maintain existing grades.
16	21	Purple-leaved plum	Poor	Some dieback noted, but valuable tree in frontage landscape.	RETAIN	Note the conflict with the proposed berm. Conditional to city approval, re-design is required to maintain existing grades.
17	28	Purple-leaved plum	Poor	Some dieback noted, but valuable tree in frontage landscape.	RETAIN	Note the conflict with the proposed berm. Conditional to city approval, re-design is required to maintain existing grades.
18	40	Purple-leaved plum	Poor	Some dieback noted, but valuable tree in frontage landscape.	RETAIN	Note the conflict with the proposed berm. Conditional to city approval, re-design is required to maintain existing grades.
19	35	Cherry	Poor	Severe dieback - half dead.	Remove	Condition
20	70	Elm	Poor	Reaching maturity with invasive surface oriented roots and weak crown structure.	Remove	Condition
21	30	European birch	Very Poor	Dead.	Remove	Condition
22	30	Spruce	Poor	Lower 2/3 shaded out leaving minimal LCR.	Remove	Condition
23	50	Sawara cypress	Poor	Spindly form due to dense spacing - weak structure.	Remove	Condition
24	85	Lawson cypress	Fair	Relatively open and dominant form. Note high susceptibility to root disease, especially when stressed such as from construction disturbance. Not retainable.	Remove	In building envelope
25	35	Lombardy poplar	Poor	Spindly and weak structural form.	Remove	Condition
26	30	Spruce	Poor	Spindly form due to dense spacing - weak structure.	Remove	Condition
27	65	White cedar	Fair	End tree in hedge row.	RETAIN	Subject to re-assessment after clearing.
28	20	White cedar	Fair	Middle tree in hedge row.	RETAIN	Subject to re-assessment after clearing.
29	50	White cedar	Fair	End tree in hedge row.	RETAIN	Subject to re-assessment after clearing.
30	24 to 90	Lombardy poplar	Poor	5 trees in a wind row. All are weakly structured trees and have invasive root systems.	Remove	Condition
31	multi	White cedar	Fair	Multiple stemmed and moderately one sided to east.	Remove	In building envelope
32	50	Sycamore maple	Poor	Leans and is heavily asymmetrical toward the east, predisposing it to failure, especially if adjacent trees are removed.	Remove	Condition
33	90	Lombardy poplar	Poor	Spindly and weakly structured, and invasive roots.	Remove	Condition
34	45	Western redcedar	Fair	Somewhat suppressed but viable.	Remove	In building envelope
35	23	White cedar	Poor	Half dead tree.	Remove	Condition
36	m	Laurel	Poor	Heavily asymmetric toward the south.	Remove	Condition

TREE INVENTORY LIST

JACKEN INVESTMENTS - TOM YAMAMOTO ARCHITECTS
TOWNHOUSE DEVELOPMENT PROPOSAL
11351 TO 11491 STEGVESTON HIGHWAY

file 06128

Tree #	Dbh	Species	Condition	Comments:	Treatment	Rationale/Notes:
37	22	Plum	Poor	Lean and asymmetry toward the south, along with decay in the trunk.	Remove	Condition
38	40	European birch	Very Poor	Severe dieback from bronze birch borer infestation.	Remove	Condition
39	varies	Douglas-fir hedge	Very Poor	Previously topped at 6m with multi leaders and very sparse foliage in the lower crown, reducing the efficacy in screening between the road and site.	Remove	Condition
40	50	English oak	Fair	Slightly asymmetric toward the north due to competition from adjacent trees.	Remove	In building envelope
41	m	Lawson cypress	Fair	One of the multi stems was cut and it has been topped.	Remove	In building envelope
42	50	Lawson cypress	Fair	Open grown but previously topped.	Remove	In building envelope
43	50	Lawson cypress	Fair	Open grown but previously topped.	Remove	In building envelope
44	17	Eddies WW dogwood	Fair	Open grown but previously topped.	RETAIN	Pre-load conflicts must be resolved.
45	40	Japanese maple	Very Good	Open grown specimen quality.	TRANSPLANT	Re-use this tree within the site landscape. Will require storage offsite during construction phase.
46	17	Kousa dogwood	Fair	access restricted	Remove	In building envelope
47	33	Cherry	Poor	Poorly maintained tree with heavy pruning history, decay and weak regrowth.	Remove	Condition
48	15	Hazel	Poor	Poorly maintained tree with heavy pruning history, decay and weak regrowth.	Remove	Condition
49	25	Hazel	Poor	Poorly maintained tree with heavy pruning history, decay and weak regrowth.	Remove	Condition
50	30	Apple	Poor	Poorly maintained tree with heavy pruning history, decay and weak regrowth.	Remove	Condition
51	25	Plum	Poor	Poorly maintained tree with heavy pruning history, decay and weak regrowth.	Remove	Condition
52	20	Hazel	Poor	Poorly maintained tree with heavy pruning history, decay and weak regrowth.	Remove	Condition
53	20	Apple	Poor	Two poorly maintained trees with heavy pruning history, decay and weak regrowth.	Remove	Condition
54	15	Plum	Poor	Poorly maintained tree with heavy pruning history, decay and weak regrowth.	Remove	Condition
55	18	Plum	Poor	Poorly maintained tree with heavy pruning history, decay and weak regrowth.	Remove	Condition
56	25	Plum	Fair		Remove	In building envelope
57	45	Pyramidal cedar	Poor	The leaders are splitting apart and stripped bark.	Remove	Condition
58	62	Cherry	Poor	Blight, cankers and CBT	Remove	Condition



City of Richmond

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

Development Application Data Sheet

RZ 04-276170

Address: 11351, 11391, 11411, 11431, 11471 and 11491 Steveston Hwy.

Applicant: Jacken Investments Inc.

Planning

Area(s): Shellmont (Section 36-4-6)

	Existing	Proposed
Owner:	Jacken Investments Inc.	Same
Site Area (m²):	8,813 SM (94,865 SF)	Same
Land Uses:	Single Family Residential	Multi-Family Residential
OCP Designation:	Neighbourhood Residential	Same
Area Plan Designation:	N/A	N/A
Zoning:	R1/E	R2-0.6
Number of Units:	Six (6) single family dwellings	41 two & three storey

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	18.8 upa	none permitted
Floor Area Ratio:	Max. 0.6	0.6	none permitted
Lot Coverage – Building:	Max. 40%	38%	None
Lot Size:	30m width and 35 m depth (min.)	160.9 m width and 54.9 m depth approx.	none
Setback – Front Yard (m):	Min. 6.0 m	10.7 m	none
Setback – Side & Rear Yards (m):	Min. 3.0 m	3.0 m (sides) 5.5 m (rear)	none
Height (m):	11.0 m three storey	11.0 m three story max on Steveston Hwy. Two storey only at rear	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	82 (R) and 9 (V) per unit	82 (R) and 10 (V) per unit 15 extra stalls on individual unit driveways	none

ATTACHMENT 4

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Total:	91	107	none
Tandem Parking Spaces:	Not permitted	None	none
Amenity Space – Indoor:	100 m ² or payment in lieu	Contribution of \$65,000 to the Recreation Facility Reserve based upon 41 units	None
Amenity Space – Outdoor:	246 m ²	280 m ²	none

Tree Retention and Replacement Plan Summary	
Number of Trees on Site	58
Number of Trees to be Retained	4
Number of Trees to be Removed *	54
Number of Replacement Trees Proposed	108

* Thirty two (32) of the trees proposed for removal are reported to be in either poor or very poor health.

STAFF TECHNICAL COMMENTS

Transportation:

1. Register on title a 6-metre Public Right of Passage Right of Way along the site's drive aisle.
2. Frontage improvements (including sidewalk, grass-treed boulevard) are required along the site's Steveston Highway frontage.
3. Vehicle access through the Public Right of Passage (PROP) of 11511 Steveston Highway.
4. Contact Ministry of Transportation for their approval.
5. Conform to City's Parking Bylaw on the number and dimensions of the off-street parking and loading spaces. On the Development Permit plans, indicate the parking stall dimensions and ensure that one handicapped parking stall is provided for this 27-unit townhouse development, as per City's Parking Bylaw requirement.
6. For the development permit, smoothen the transition of the drive aisle and demonstrate how loading truck (i.e., SU-9) and fire truck could be accommodated on site. Show loading truck (SU-9) and fire truck turning paths on a scaled drawing.
7. Prior to the issuance of the Building Permit, a construction parking and traffic management plan is to be provided to the Transportation Department to include: the parking locations for services, deliveries, workers, loading, applications 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.

Engineering Works Design:

Engineering Dept advises that the storm sewer (200 dia.- 1971) is tied to the same system as the development proposed for 11651 Steveston Hwy.

The applicant's Engineer has submitted a storm and sanitary capacity analysis. The owner has agreed to enter into a Servicing Agreement to upgrade those utilities affected by this development and to contribute the appropriate share of the costs for these works. The upgrades may be undertaken through a joint Servicing Agreement with adjacent developments. The applicant will be required to enter into a Servicing Agreement as a condition of the Rezoning.

Development Applications-Engineering support the Rezoning application. Prior to final reading of the Rezoning, the developer must:

1. Consolidate the lots into one development parcel
2. Registration of a Public Rights of Passage (PROP) ROW, East-West, from this new development site to 11331 Steveston Highway on the West and connecting to the PROP ROW from 11511 Steveston Highway. PROP ROW is to be for vehicles and pedestrians - no utilities, and NO Servicing Agreement is required.

No other Rezoning concerns.

Then prior to issuance of the future Building Permit, the developer is to enter into the City's standard Servicing Agreement to design and construct the Steveston Highway frontage as per

the design guidelines in the sub-area OCP (Bylaw 7100 Schedule 2.8A). Works include, but are not limited to:

Steveston Highway: removing the existing sidewalk, and creating a 2.3m grass & treed (Pin Oaks) blvd, adjust/add davit arm street lights on Steveston Hwy as required to better align with the works done at Ironwood, and install a 1.5m wide concrete sidewalk at the property line. No lane works are required. No other conditions or concerns.

Urban Design:

Insufficient detail has been provided at the Rezoning stage to provide detailed design comments. It is anticipated that the following issues will be included in the Development Permit review:

- Recessed pulled back building entrances are a safety concern (CPTED) particularly for the NE unit.
- Advise how accessibility for persons with disabilities is being accommodated.
- Low site permeability – consideration should be given to minimizing paving and maximizing permeable materials such as paving stones, etc.
- Ensure fire, moving, garbage and recycling truck movement onsite is accommodated.
- Provide details for tree retention strategy including required clearances and any special measures.
- Provide grade change and treatment details.
- Provide details for mailbox, garbage & recycling enclosure.
- Demonstrate that entry walls are low enough to not obscure driver's view of pedestrians on the sidewalk.
- Consider stronger architectural entry detailing and massing at the ends of the buildings adjacent to the amenity area. Create a stronger presence.

Sanitation and Recycling:

1. A recycling enclosure for 5 recycling carts and 1 cardboard recycling bin. The proposed location inside the development along the internal driveway is acceptable since the pick up truck can access this development through 11511 Steveston Highway. The recycling carts must be in a row not one behind the other, i.e. cardboard recycling bin on one side and the 5 recycling carts on the other side with an aisle for residents to walk into the enclosure. Or 4 carts against the side wall and 1 cart on the back wall (make sure there is space between the carts and cardboard recycling bins). Please ensure that the strata council of these developments know they cannot put a barrier between the 2 developments.
2. The recycling enclosure should meet the Fire Rescue Department requirement of 10 feet from combustible building.
3. Clauses should be included in the strata bylaws against the installation of speed bumps throughout these developments as these are hard on the trash collection / recycling trucks and they will create noise and vibration for these dwellings.
4. Garbage collection is private however the owners can apply for City collection.

Policy Planning:

At the time of writing, Single Family Lot Size Policy No. 5434 is under review through a separate application. In that review, Staff are recommending that the lots along Steveston Highway between Seaward Gate and No. 5 Road be removed from the Single Family Lot Size Policy since the support land use in this area is for multiple-family.

The proposal appears to respond to the key issues identified by the neighbourhood through the application review for Michael Li's site at 11511 Steveston Hwy (RZ 03-232158) and the guidelines provided in the Ironwood Sub-Area Plan.

The applicant has worked with Staff to adjust the plans and address issues raised during the technical review. Adjustments were made to the design, for example, to accommodate turning radii needed for Fire Department vehicles to access the site. The applicant has worked closely with Fire Department staff to design a workable fire fighting plan for the site.

Conditional Rezoning Requirements
11351 / 11391 / 11411 / 11431 / 11471 / 11491 Steveston Hwy. RZ 04-276170

Prior to final adoption of Zoning Amendment Bylaw 8140, the developer is required to complete the following requirements:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Registration of a Public Rights of Passage (PROP) Right of Way, East –West, from this new development site to 11391 Steveston Highway on the West and connecting to the PROP ROW from 11511 Steveston Highway. The PROP ROW is to be for vehicles and pedestrians only – no utilities, and no Servicing Agreement is required for this ROW. Maintenance of the Right of Way will be the responsibility of the Strata, not the City.
3. A contribution of \$65,000 in-lieu of on-site amenity space.
4. 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.
5. 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.
6. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
7. Registration of a Floodplain Indemnity Covenant on title.
8. Final approval from the Ministry of Transportation.

Prior to the issuance of the Building Permit:

1. The developer is to enter into the City's standard Servicing Agreement to design and construct Steveston Highway frontage as per the design guidelines in the sub-area OCP (Bylaw 7100 Schedule 2.8A). Works include, but are not limited to:
Steveston Highway: removing the existing sidewalk, and creating a 2.3m grass & treed (Pin Oaks) blvd, adjust/add davit arm street lights on Steveston Highway as required to better align with the works done at Ironwood, and install a 1.5m wide concrete sidewalk at the property line. No lane works are required.
2. A construction parking and traffic management plan is to be provided to the Transportation Department to include: the parking locations for services, deliveries, workers, loading, applications 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.

* Note: Requires a separate application.

[Signed Original on File]

Signed

Date



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8140 (RZ 04-276170)
11351, 11391, 11411, 11431, 11471 & 11491 STEVESTON HWY.**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by repealing the existing zoning designation of the following areas and by designating it **Townhouse District (R2-0.6)**.

P.I.D. 006-460-704

Lot 265 Section 36 Block 4 North Range 6 West New Westminster District Plan 42353

P.I.D. 000-820-521

Lot 23 Except: Part Plan 43772; Section 36 Block 4 North Range 6 West New Westminster District Plan 14055

P.I.D. 003-416-861

Lot 127 Section 36 Block 4 North Range 6 West New Westminster District Plan 39597

P.I.D. 008-886-202

Lot 56 Section 36 Block 4 North Range 6 West New Westminster District Plan 26525

P.I.D. 009-886-842

Lot 21 Except: Parcel "A" (Explanatory Plan 35991); Section 36 Block 4 North Range 6 West New Westminster District Plan 14055

P.I.D. 003-938-174

Lot 20 Except Part Subdivided By Plan 43772 Section 36 Block 4 North Range 6 West New Westminster District Plan 14055

- 2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8140”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER