



City of Richmond
Urban Development Division

Report to Committee

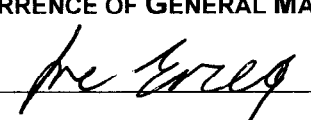
To: Planning Committee
From: Jean Lamontagne
Director of Development
Date: October 18, 2006
File: RZ 04-276170
Re: **Application by Jacken Investments Inc. for Rezoning at 11351, 11391, 11411, 11431, 11471 and 11491 Steveston Hwy. from Single-Family Housing District, Subdivision Area E (R1/E) to Townhouse District (R2-0.6)**

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:dc
Att. 6

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| 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.



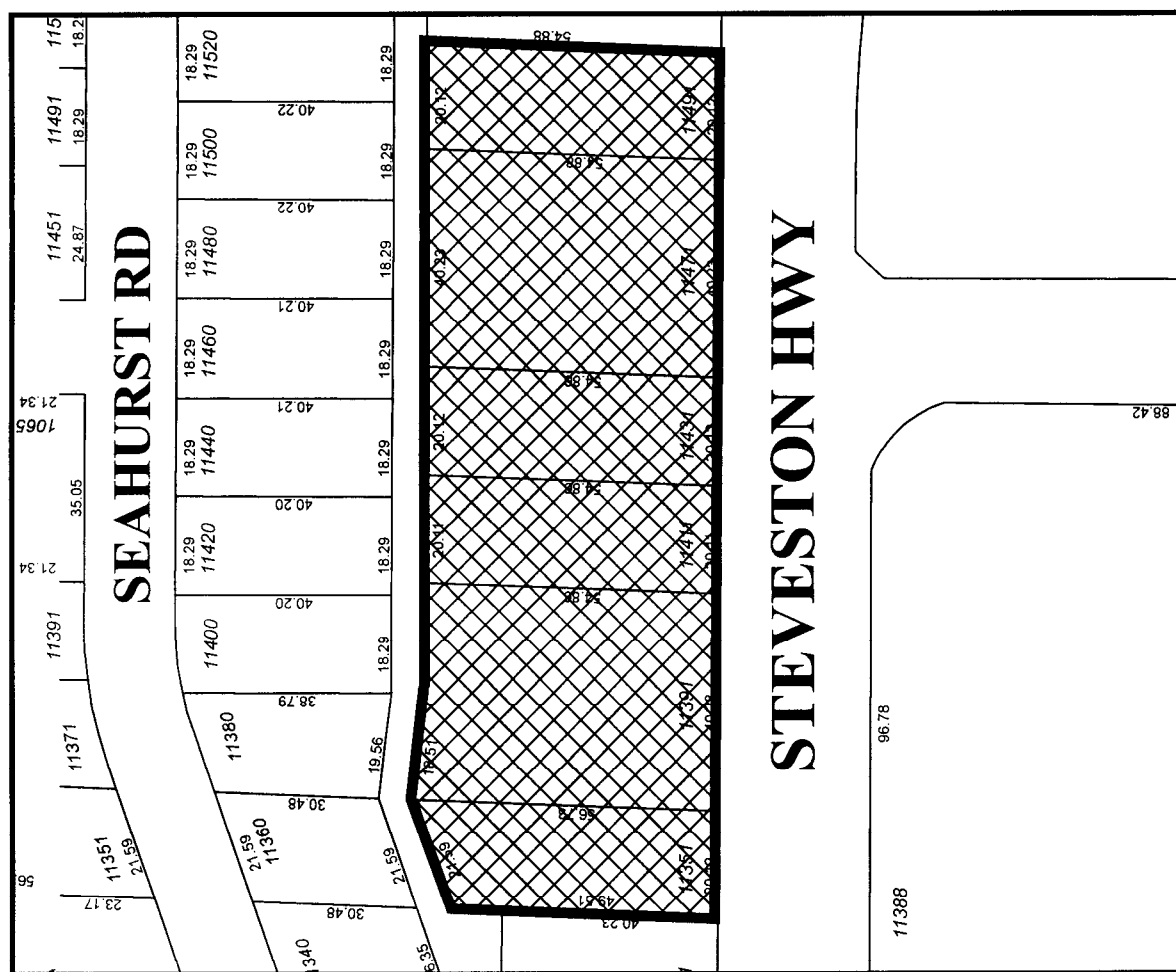
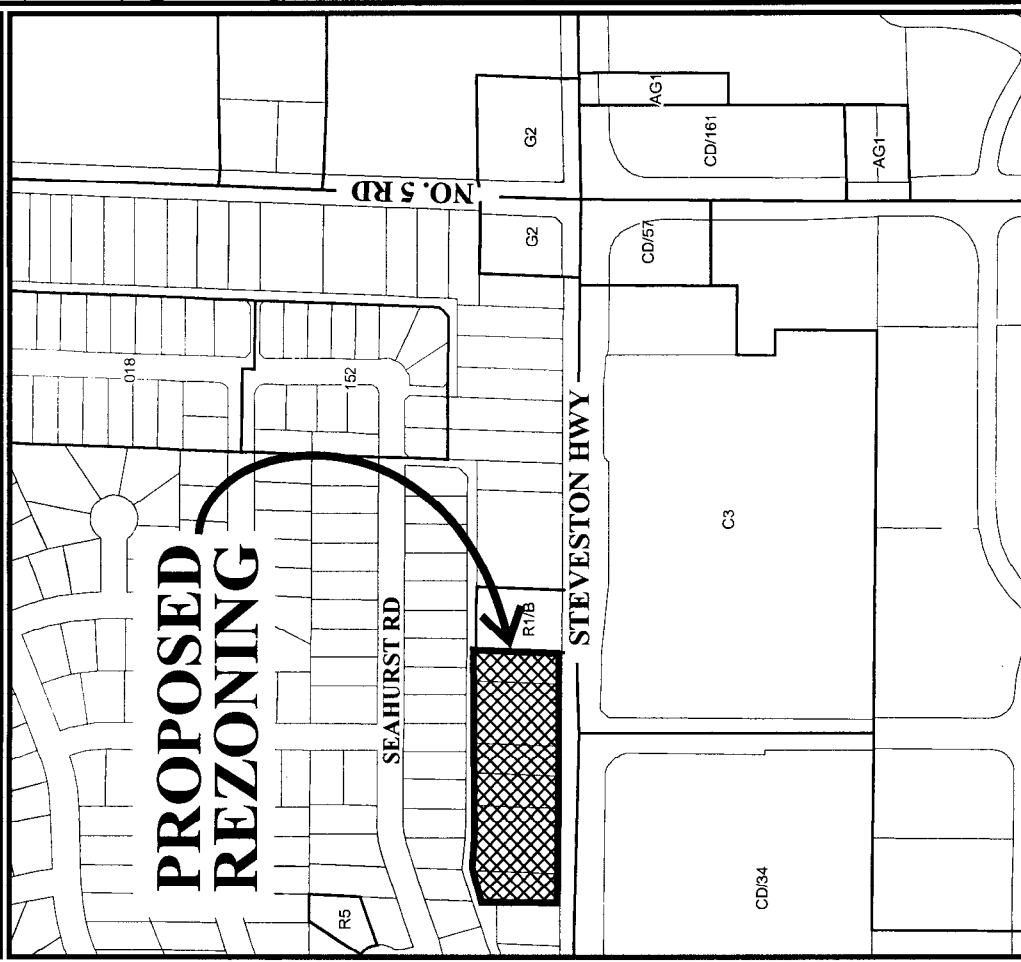
David Brownlee
Planner 2

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



PROPOSED REZONING



RZ 04-276170

Original Date: 08/25/04

Revision Date: 08/22/06

Note: Dimensions are in METRES

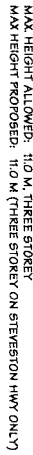


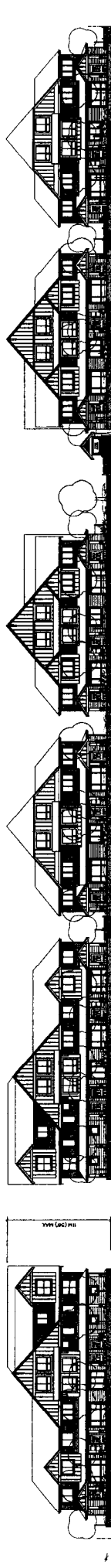
RZ 04-276170

Original Date: 08/22/06

Amended Date:

Note: Dimensions are in METRES



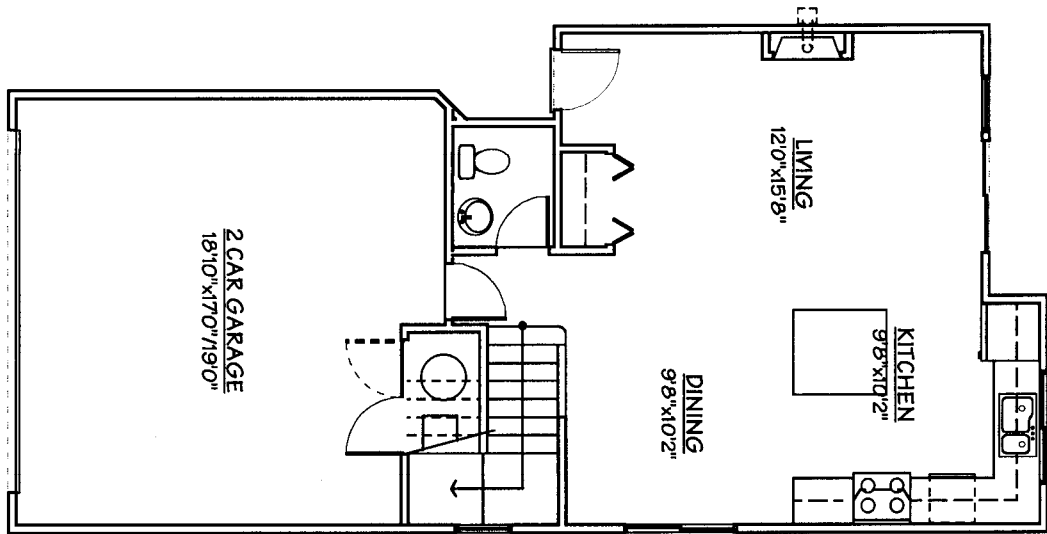


SOUTH ELEVATION (STEVESTON HWY.)

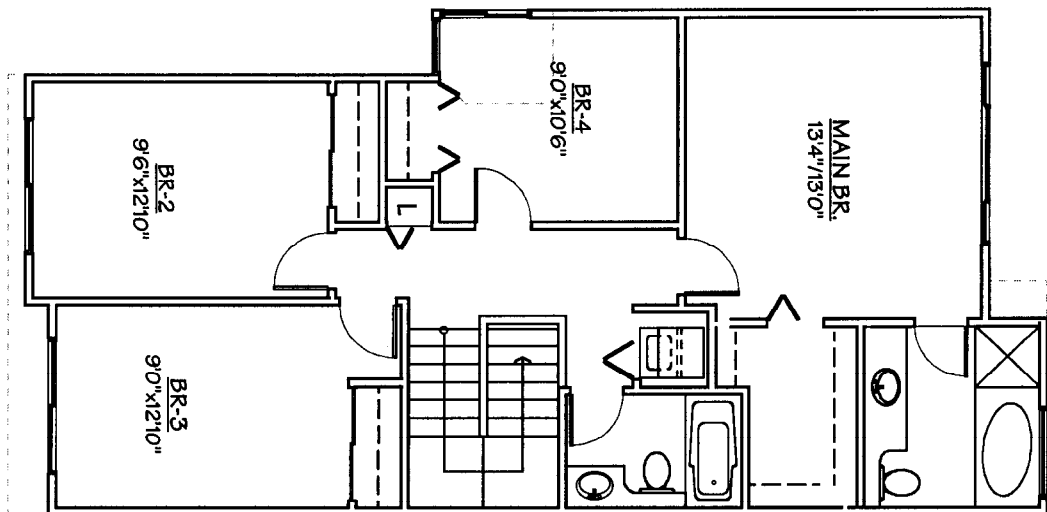


NORTH ELEVATION (LANE)

UNIT B - 1,430 SQ.FT.



GROUND FLOOR PLAN
565 SQ.FT.



SECOND FLOOR PLAN
865 SQ.FT.

#0527-A

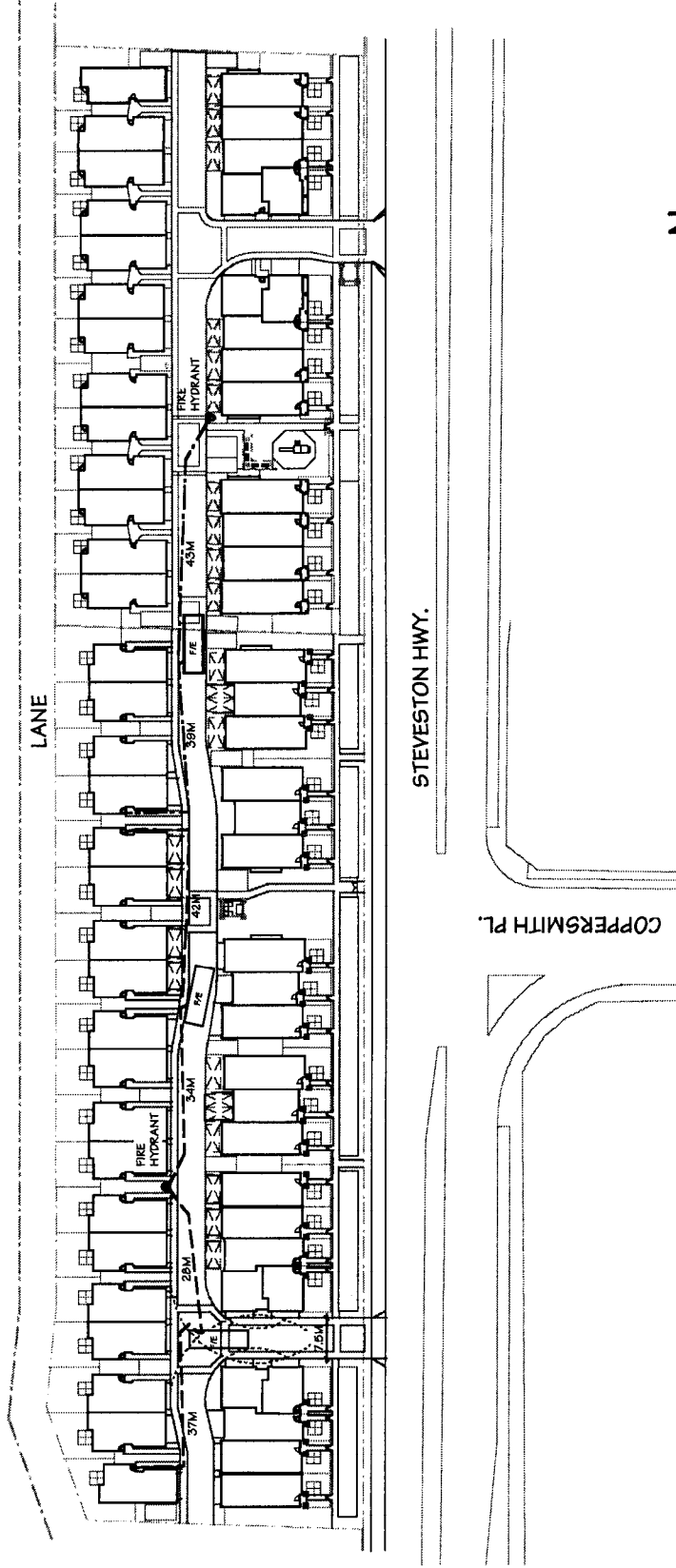
AUG. 24, 2006

41 UNIT TOWNHOUSE DEVELOPMENT
11351 - 11491 STEVESTON HIGHWAY, RICHMOND

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

11331 - 11491 STEVESTON HIGHWAY

111511 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.

tomizo yamamoto architect inc.

2386 Oak Street, Vancouver, B.C. V6H 4J1

Tel. 604-731-1127 Fax. 604-731-1327

E-mail : tyarch@shaw.ca

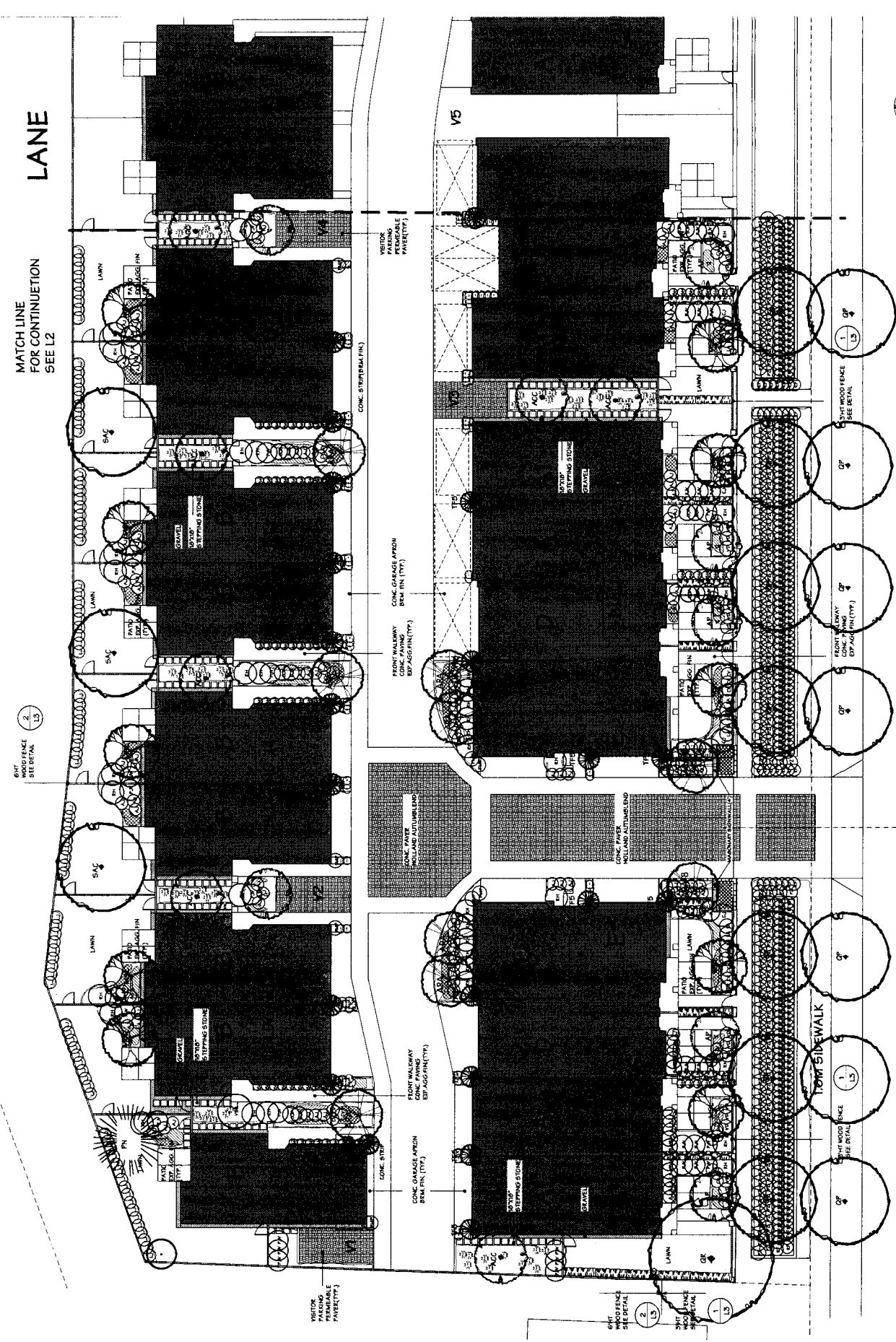
ITO
& ASSOCIATES
 Landscape Architects
 3180 Hunt Street
 Richmond, BC V7E 2L4
 Voice: (604) 275 2812
 Facsimile: (604) 275 4836
 Email: tovane@itac.com

Drawing Title

LANDSCAPE PLAN

| | |
|-------------|---------------|
| Scale: | 1" = 10' |
| Drawn: | ML |
| Checked by: | TI |
| Date: | SEPT 15, 2006 |
| Job: | 06161 |
| Sheet: | |

L1 of 3



LANE

5'x11'
WOOD FENCE
SEE DETAIL

[illegible]

OCT 17, 2008:
8 trees added, tree size increased.
Issued for rezoning

SEPT 21, 2008:
Issued for rezoning

NEWS/OPINIONS/ISSUES

ITTO
& ASSOCIATES
 Landscape Architects
 3140 Hunt Street
 Richmond, BC V7E 2L4
 Voice: (604) 275 2812
 Facsimile: (604) 275 4836
 Email: tovand@mac.com

Project: 11351 STEVESTON HWY.
RICHMOND, B.C.

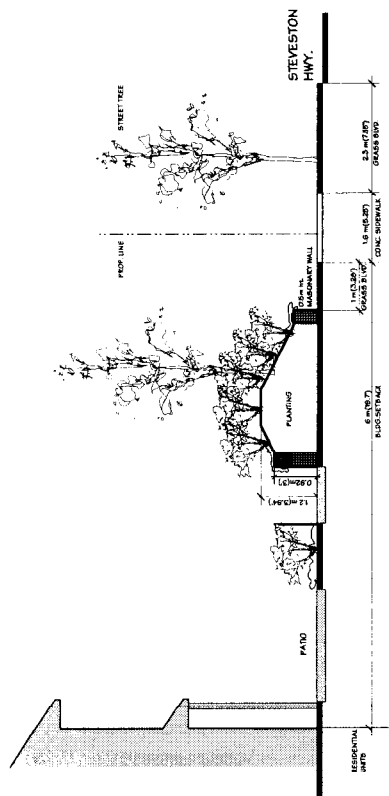
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LANDSCAPE PLAN

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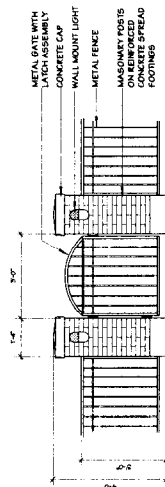
11351 STEVESTON HWY., RICHMOND

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 Job: GOLF 1

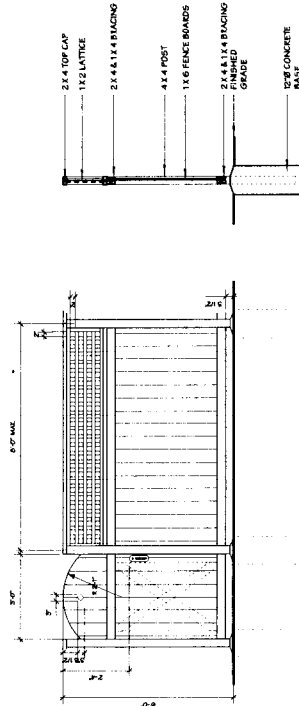
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SECTION A-A
SCALE: 1/4" = 1'-0"



METAL FENCE



WOOD FENCE

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 ArborTech, 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 | Suffering from severe and chronic foliage blight resulting in minimal LCR remaining. | Remove | Small tree easily replaced |
| 8 | 45 | Atlas cedar | Very Poor | Stout and healthy tree. | Remove | Condition |
| 9 | 60 | Atlas cedar | Good | | 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

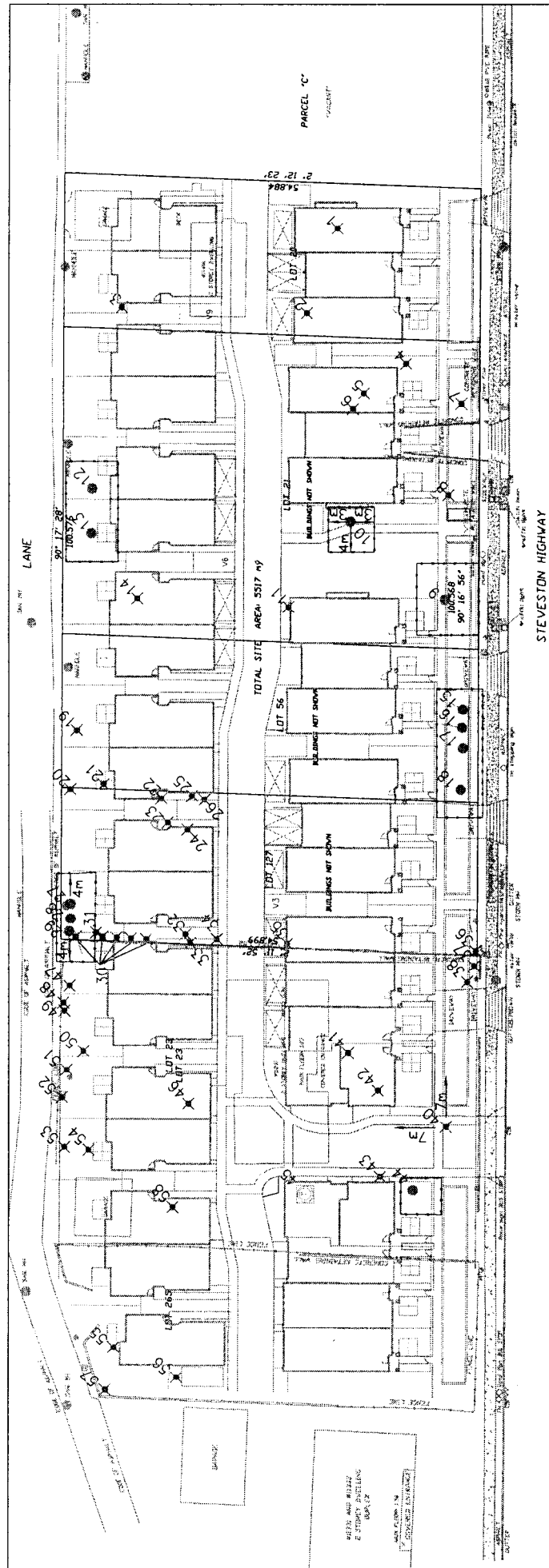
| Tree # | Dbh | Species | Condition | Comments: | Treatment | Rationale/Notes: |
|--------|----------|--------------------|-----------|--|-----------|--|
| 15 | 35 | Purple-leaved plum | Poor | Some dieback noted, but valuable tree in frontage landscape. | RETAIN | Note the conflict with the proposed 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

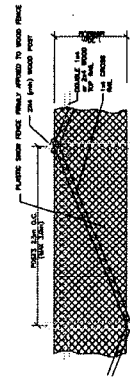
JACKEN INVESTMENTS - TOM YAMAMOTO ARCHITECTS
TOWNHOUSE DEVELOPMENT PROPOSAL
11351 TO 11491 STEGVESTON HIGHWAY

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 VWV dogwood | Fair | Open grown specimen quality. | RETAIN | Pre-load conflicts must be resolved. |
| 45 | 40 | Japanese maple | Very Good | | 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 | Two poorly maintained trees with heavy pruning history, decay and weak regrowth. | Remove | Condition |
| 53 | 20 | Apple | Poor | Poorly maintained tree 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 |



TREE PROTECTION FENCE DETAIL



1. **Pre-licensing Planning and Preparation**
 In order to influence the potential for construction impacts to reduced levels, there will need to be particular focus on damage. Note that design and construction of the project must be completed prior to the start of construction. The following measures may be required to ensure that the project is completed in a timely manner and that the project is completed in a timely manner and that the project is completed in a timely manner.
2. **Design and Construction**
 The project must be completed in a timely manner and that the project is completed in a timely manner. The project must be completed in a timely manner and that the project is completed in a timely manner.
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[illegible]

TREE RETENTION PLAN

Client: JACKEN INVESTMENTS INC - TYA
Project: TOWNHOUSE DEVELOPMENT
Site: 11351 to 11491 STEVESTON HWY

Project:

Site: 11351 to 11491 STEVESTON HWY

Scale 1:500

**ARBORTECH
CONSULTING LTD.**
Professional Tree & Vegetation Consultants

Suite 200 - 3740 Chatham Street
Richmond BC Canada V7E 4L6
ph 604 275 3484 fax 604 275 9554
e-mail trees@arbotech.bc.ca

06/28TRP 9 April 2006


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

| |
|-------|
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| _____ |
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MAYOR

CORPORATE OFFICER