City of Richmond
Planning and Development Department

Report to Committee

To:	Planning Committee	**Date:**	December 8, 2006
From:	Jean Lamontagne Director of Development	**File:**	RZ 04-276082
	Terry Crowe Manager, Policy Planning		
Re:	**Application by Sandhill Development Ltd. for an Official Community Plan Amendment to the McLennan South Sub-Area Plan and Rezoning at 7511 Bridge Street from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/139)**		

Staff Recommendation

1. That Official Community Plan Amendment Bylaw No. 7880, to amend Schedule 2.10D (McLennan South Sub-Area Plan) of the Official Community Plan Bylaw No. 7100, by introducing a map amendment to permit a re-alignment in the proposed local roads between Ash and Bridge Streets, be abandoned;

2. That Bylaw No. 7903, to amend "Comprehensive Development District (CD/140)", be abandoned;

3. That Bylaw No. 7908, to rezone 7511 Bridge Street from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/140)", be abandoned;

4. That Official Community Plan Amendment Bylaw No. 8104 to amend Schedule 2.10D (McLennan South Sub-Area Plan) of the Official Community Plan Bylaw No. 7100, by introducing a map amendment to permit a realignment of Keefer Avenue between Ash Street and Armstrong Street, be introduced and given first reading;

5. That Bylaw No. 8104, having been considered in conjunction with:

   - the City's Financial Plan and Capital Program;
   - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

   is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

6. That Bylaw No. 8104, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.

7. That Official Community Plan Amendment Bylaw No. 8121 to amend Schedule 2.10D (McLennan South Sub-Area Plan) of the Official Community Plan Bylaw No. 7100, by introducing a map amendment to permit a new east-west local road between Bridge Street and Armstrong Street, be introduced and given first reading;

8. That Bylaw No. 8121, having been considered in conjunction with:

   - the City's Financial Plan and Capital Program;
   - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

   is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;

9. That Bylaw No. 8121, having been considered in accordance with the City Policy 5043 on Consultation During OCP Development, is hereby deemed not to require further consultation; and

10. That Bylaw No. 7955, to rezone 7511 Bridge Street from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/139)", be introduced and given first reading.

Jean Lamontagne
Director of Development

Terry Crowe
Manager, Policy Planning

JL/ef

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FOR ORIGINATING DEPARTMENT USE ONLY	
ROUTED TO: CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
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Staff Report

Origin

Sandhill Development Ltd. has applied to rezone 7511 Bridge Street (**Attachment 1**) from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/139)" in order to create seven (7) single-family lots fronting onto a new street extending west from Bridge Street along the north edge of the subject site.

The development will dedicate lands and construct a new east-west road and a portion of the new north-south road (Armstrong Street).

Amendments to the McLennan South Sub-Area Plan are proposed to add an amended location of Keefer Avenue and the proposed new east-west road to the Circulation Map (**Attachment 2**).

Background

On April 18, 2005, at Public Hearing, Council referred the initial submission of this application to staff for further consultation with the neighbouring residents and property owners. The original application proposed eight (8) single-family lots fronting a new east-west road, and did not include a dedication of land for the new mid-block north-south road. Subsequently, public meetings were held with the neighbours, followed by a detailed mail out survey to seek a consensus on a preferred road network option, with reports back to Council.

On October 24th, 2005, Council re-affirmed its support for the existing McLennan South Circulation Map (**Attachment 2**), and approved recommendations for future road development including the requirement that new single-family development provide land dedication and construction for a north-south road aligned half-way between Ash and Bridge Streets, from General Currie Road to the future extension of Keefer Avenue.

Council adopted a recommendation, supported by a majority (72%) of the immediate neighbours, that the location for the Keefer Avenue "ring road" from Ash Street to the new north-south road (Armstrong Street), be relocated to the north of the existing portions of Keefer Avenue.

Additionally, Council requested staff to review financial equity in the provision of the new roads in McLennan South.

On April 10, 2006, Council approved recommendations to offer latecomer agreements to rezoning applicants having to dedicate and construct the new north-south local road, if the applicant does not need this road to access their development; and that administration costs of the latecomer agreements be incorporated into the latecomer application fees.

The current application is a revised submission for seven (7) lots (e.g., one less lot than in the original submission) and provides for the road network supported by a majority (72%) of the immediate neighbours, and endorsed by Council, and includes a portion of the north-south road and a new east-west road. As a result, the previous bylaws that were considered at the April 18, 2005 Public Hearing can be abandoned (i.e., OCP Amendment Bylaw No. 7880, Bylaw 7903 to amend Comprehensive Development District (CD/140), and Rezoning Bylaw No. 7908).

Findings of Fact

Please refer to the attached Development Application Data Sheet (**Attachment 4**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Surrounding Development

To the north, south:	A mix of older and several newer existing single-family homes on large lots (typically 18 m wide or wider), fronting Bridge Street, and zoned as Single-Family Housing District, Subdivision Area F (R1/F).
To the east:	A mix of newer and several older existing single-family homes on large lots (typically 18 m wide or wider), fronting Bridge Street, and zoned as Single-Family Housing District, Subdivision Area F (R1/F), as well as recently completed townhouse developments further to the east, fronting No 4 Road, zoned Comprehensive Development District (CD/35).
To the west:	Older existing single-family homes on large lots (typically 18 m wide or wider), fronting Ash Street, and zoned as Single-Family Housing District, Subdivision Area F (R1/F).

Related Policies & Studies

- Official Community Plan (OCP) designation: McLennan South Sub-Area Plan, Schedule 2.10D
- OCP Sub-Area Land Use Map (**Attachment 3**): Residential, "Historic Single-Family", two and a half storeys maximum, maximum density 0.55 F.A.R.
- Roads: The plan intends that developers will build a number of new roads, with the final alignments "subject to development" (e.g. their locations may vary as a result of opportunities and/or constraints that arise as residential development proceeds). Frontage improvements to Bridge Street are required to be completed with this development.
- Development Permit Guidelines: Not applicable to single-family development.

The proposal to subdivide and develop single-family homes is consistent with the objectives of the McLennan South Sub-Area Plan in terms of land use, lot size, density, and road network.

Consultation

The proposed OCP Bylaw Amendments for changes to the road network in the McLennan South Sub-Area will not result in a significant change to land use, density or form of development in the area. In conformance with the City OCP Bylaw Preparation Consultation Policy 5043, further consultation with external agencies is not required. The Richmond School Board does not need to be consulted as the population projections for this area are not affected by the proposed OCP amendment for a change in the road alignments.

Previous consultation with area residents, as identified in the "Background" section, above, included the proposed road alignments for Keefer Avenue east of Ash Street, and for the east-west road west of Bridge Street for the subject application, including the subdivision pattern of this application.

Staff Comments

A subdivision plan is enclosed for reference (**Attachment 5**). Separate from the rezoning process, the applicant is required to submit separate application for Subdivision, Servicing Agreement (street frontage improvements and new east-west road) and Building Permit.

Analysis

Lot Size Policy Consistency

The proposal to develop single-family houses is consistent with the amendments to the McLennan Sub-Area Plan establishing a lot size policy, adopted by Council, April 18, 2005. The policy permits the 11.3 m wide lots which front an east-west road, and minimum 13 m wide corner lots, as proposed.

Density and Form

The proposed subdivision layout provides for an attractive pedestrian oriented streetscape of single-family homes fronting the proposed new east-west street, and maintains the wide frontage of the established subdivision pattern along Bridge Street.

Building Appearance - Comprehensive Development District (CD/139)

Comprehensive Development District (CD/139), as amended by Bylaw 7945 with the application for 7720 Bridge Street (RZ 05-29550), adopted June 20, 2005, includes provisions for flexibility in the design of the garage, while including requirements to control building appearance, roof form and landscaping.

The amendments permit driveways from the street to lots that do not require lanes, while reducing the visual impact of the car by ensuring that garages and driveways do not dominate the streetscape. Comprehensive Development District (CD/139) controls the minimum lot width to accommodate garages in the front yard, and at the same time offers greater design flexibility to allow different type of lots.

Provisions, which are incorporated into this zone to achieve a "country estate" character for the McLennan South Sub-Area, include:

- a maximum floor area ratio of 0.55, consistent with City single-family standards;
- additional floor area permitted to encourage open front and rear porches;
- additional floor area permitted for development above garages, where steeply pitched roofs are provided, to encourage integration of the garage with the massing of the building and a pitched roof appearance;
- limits on the maximum width of garage doors, to ensure that the garage does not dominate the streetscape appearance of new homes;
- limiting fence height to 0.9 m (3 ft.) within 6 m (20 ft.) of public roads and requiring that they be of open construction (e.g., picket fences) to encourage a more open and continuous landscape between the public and private realms and between neighbouring properties; and
- landscaping requirements on new lots created from a subdivision for three (3) new trees on the property with at least one new tree in the front yard.

Comprehensive Development District (CD/139), amended by Bylaw 7945, offers design flexibility and is consistent with the McLennan South Lot Size Policy, which establishes design controls for building appearance, garage door size, and landscape, and therefore a building Scheme is not required with this application.

Road and Vehicle Access – Keefer Avenue

The relocation of the Keefer Avenue "ring road" to 7680 and 7700 Ash Street was presented as an option in the public survey of the surrounding areas, and was supported by a 72% majority of the neighbouring residents.

This realignment was required due to the location of a newer and substantial home at 7740 Ash Street, which is not likely to be redeveloped in the near future. Staff anticipated the realignment in the "ring road" with the application for townhouse development at 7788 Ash Street, and recommended at that time that the road shift to the north, to ensure a timely completion of the "ring road". This recommendation was reconfirmed through neighbourhood consultation and endorsed by Council, October 24, 2005.

A housekeeping amendment to the Area Plan to identify this portion of Keefer Avenue on the Circulation Map (**Attachment 2**), to reflect the direction previously supported by Council, is proposed with this application (OCP Amendment Bylaw No. 8104).

Road and Vehicle Access – New East-West Road

This application proposes a new east-west road, which is not currently shown on the existing "Circulation Map" for the McLennan South Sub-Area Plan (**Attachment 2**). The proposal includes dedicating and constructing the new east-west road across the entire north edge of the site as well as dedication of land at the west edge of the site and construction of a portion of the north-south road between Bridge and Ash Streets, as intended in the "Circulation Map". Dedication and construction of a portion of the north-south road will provide opportunities for future back land development in this area.

The proposal is consistent with the McLennan South Sub-Area Plan, which recommends flexibility of new road alignment, under specified criteria. These criteria include:

- traffic impacts;
- amount of new road;
- residential neighbourhood character;
- pedestrian and vehicular circulation; and
- recognizable benefits to the area (i.e. enhance back land access, facilitate development).

The new east-west road at 7511 Bridge Street was presented as an option in the public survey of the surrounding areas, and was supported by a 72% majority of the neighbouring residents. An amendment to the Area Plan to identify this road on the Circulation Map (**Attachment 2**) is proposed with this application (OCP Amendment Bylaw No. 8121).

The proposed development is consistent with the McLennan South Sub-Area Plan's requirements for the establishment of new roads to provide access to the back lands. The proposal to construct a new east-west road is sound and consistent with the approach taken elsewhere in McLennan South. Additionally, dedication of lands and construction of the north-south road will facilitate this future road.

Trees

The site has been cleared of all existing trees. This work took place prior to the adoption of the City Tree Protection Bylaw. Currently, three mature trees are located at the edge of the front property line, on City property. Damage to these trees was reported during demolition of the existing home and clearing of the subject property. This is in addition to previous damage as a result of trimming for utility wire clearance. An arborist report has been submitted and reviewed by City staff, with recommendations for assessed values and compensation (**Attachment 7**).

Staff recommend that as two of the trees are in poor condition and of low value they should not be retained, and that the third tree is not likely to survive following removal of the adjacent trees, and may also be removed. An assessed value of $4,680 has been established for the replacement cost of the tree, and compensation is required as a condition of rezoning, with the funds to be contributed to the Tree Compensation Account.

The proposed zoning for the site, Comprehensive Development District (CD/139), includes landscape requirements for the planting of three trees per lot, of a minimum size of 6.3 cm DBH, within the front yard. In order to ensure that this work is undertaken, the applicant has agreed to provide a landscape security in the amount of $10,500 (five-hundred dollars per tree) prior to final adoption of the rezoning bylaw.

Amenity Space

Not applicable to single-family residential subdivisions.

Affordable Housing

Not applicable to single-family residential subdivisions.

Aircraft Noise

The subject site is outside the boundary of the Aircraft Noise Sensitive Development Policy Area. A noise covenant, therefore, is not required.

Servicing Capacity

The City has completed a storm and sewer capacity analysis for the McLennan South Development Area Catchment and has determined the requirements and associated costs to accommodate on-going development within the area in the near future. The City requires that the developers contribute their proportionate amount based on the area of their development with respect to the entire catchment area affected. The applicant has agreed to contribute the proportionate amount of approximately $42,320 to the storm drainage upgrade up to the main conveyance at No. 4 Rd. and General Currie Rd.

Flood Indemnity Covenant

In accordance with the City's Interim Flood Management Strategy, a Flood Indemnity Covenant is required as a condition of subdivision.

Subdivision Permit

Review and approval of the location for driveways is required with the subdivision application, and is noted as a condition for rezoning. In addition, the applicant will be required to pay DCCs, School Site Acquisition Charges, Address Assignment Fees, and servicing costs at Subdivision.

Financial Impact

Road Development

The proposed new east-west road associated with this application is not on Richmond's Development Cost Charge (DCC) program. The new east-west road is a local road and not part of the "ring road" and therefore not included in the DCC program for the sub-area. As such, the applicant will not be eligible for DCC credits towards the cost of land and construction for this new road. The new east-west road must be constructed at the developer's cost. Any over sizing of the utilities in this road to service future development in the area will be at the developer's sole cost.

In addition to the new east-west road which provides access to the proposed seven lots, the applicant will also be required to dedicate a portion of a north-south road (Armstrong Street) along the subject site's west property line prior to final Rezoning and Subdivision approval. The purpose of this road is not to provide access to lots created on the subject site, but rather to facilitate the subdivision of single-family lots to its north and south. The provision of this road represents a cost to the subject development in terms of a loss of land (e.g. to road right-of-way) and reduced lot yield (e.g. only seven, rather than eight, can be created as a result of this road). A Service Agreement for the design and construction of the roads is required as a condition of final approval.

Latecomer Agreement

Although the City typically requires developers to pay for the construction of new roads that cross their property frontage, Council, on April 10, 2006, approved staff recommendations to offer Latecomer Agreements to rezoning applicants having to dedicate and construct the new north-south local road (Armstrong Street) at this location, if the applicant does not need this road to access their development, as is the case with this development proposal.

Further, Council recommends that administration costs of the Latecomer Agreements be incorporated into the Latecomer application fees. A report to Council incorporating these recommendations for a revised Latecomers Fee is scheduled for this later this year.

Both the east-west road and the north-south road have community-wide benefits and are fundamental to the local road network and to facilitate development of McLennan South's single-family area. In view of this, and the unlikelihood of a larger project being proposed in this area (e.g. one more capable of bearing high road costs) due to the designation in the Area Plan, as a condition of rezoning the subject site, staff recommend:

- The applicant is required to dedicate and construct a 10 m (32.8 ft.) wide strip of land for the establishment of a new street along the entire north edge of the subject site, except for the north 5 m (16.4 ft.) of the ultimate road width, complete with a 4m x 4m corner cut at the intersection with Bridge Street, which will be the responsibility of future single-family development to the north. This work is at the developer's sole cost.
- The developer is required to dedicate a 9 m (29.5 ft.) wide strip of land for the establishment of a new street along the entire west edge of the subject site (Armstrong Street), complete with a 4m x 4m corner cut at the intersection with the new east-west road. This work is at the developer's sole cost. However, as the benefit of this road is to future development to the south and north, the Developer is eligible to make application for a Latecomer Agreement for the cost of the road, including land dedication, road construction and services which are

excess to the requirements of the proposed subdivision, to be paid by future development. All costs associated with the establishment of a Latecomer Agreement, including defining the benefiting area, will be at the applicant's sole cost.

The cost of the additional infrastructure and roads is approximately $200,000 and a land value of $100,000 to $200,000 (subject to appraisal). The developer may be reimbursed by prorating the cost amongst the future redevelopment of the back lands in the immediate block through a Latecomer Agreement. It is the responsibility of the applicant to make application for the Latecomer Agreement, including establishing the costs of the works and defining the benefiting area.

Conclusion

- The proposed development is in conformance with objectives for development within the McLennan South area of the City Centre.
- The proposed road network will facilitate future development of back lands in the historic single-family area, consistent with the Sub-Area Plan.
- OCP Bylaw No. 8104, to amend the Circulation Map in the McLennan South Sub-Area with the revised location for Keefer Avenue is consistent with previous direction by Council, and may be adopted after Third Reading.
- OCP Bylaw No. 8121, to amend the Circulation Map in the McLennan South Sub-Area with the location for a new east-west is consistent with previous community support, and may be adopted with the rezoning for the subject site.
- The developer may make application to recover excess costs for the establishment of the north-south road (Armstrong Street) and infrastructure through a Latecomer Agreement.
- Comprehensive Development District (CD/139), as amended by Bylaw No.7955, is consistent with McLennan South Lot Size Policy.
- On this basis, the subject application merits favourable consideration.

Eric Fiss
Policy Planner

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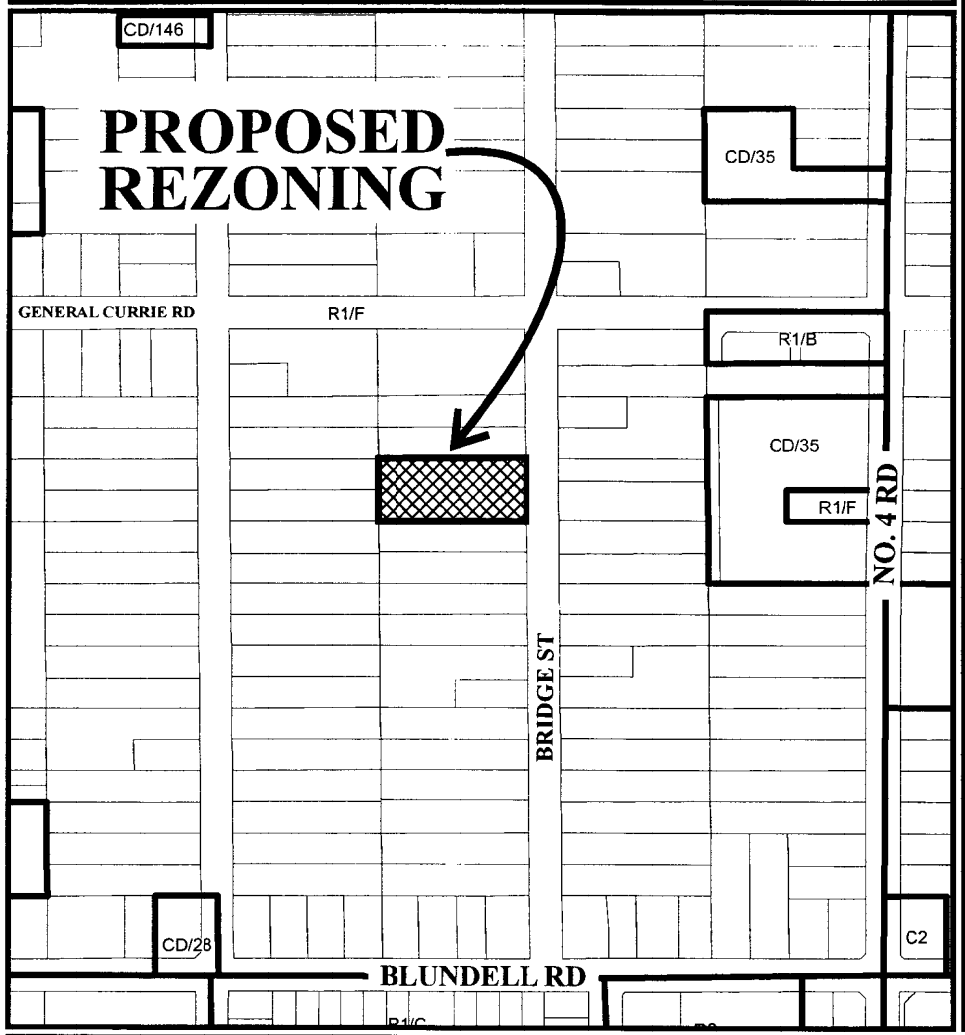
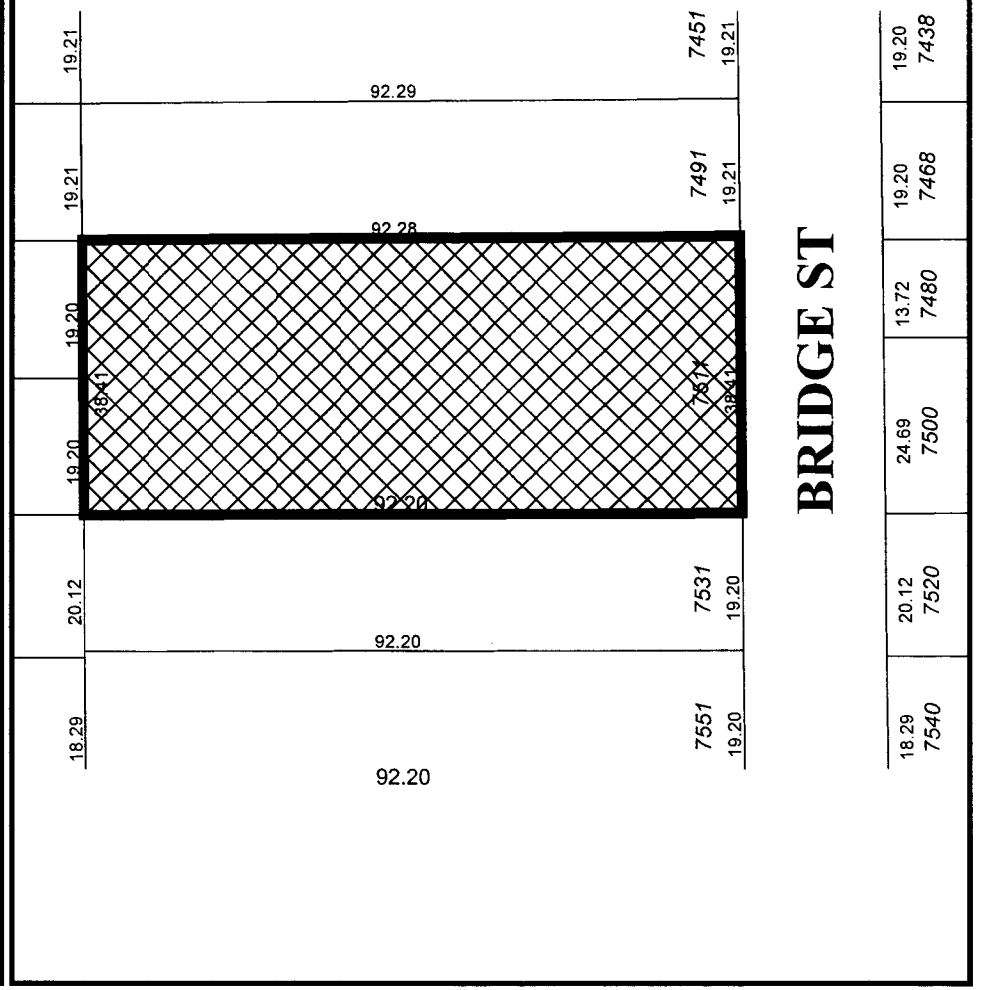
List of Attachments

Attachment 1: Location Map and Site Context – GIS 2005 Aerial Photo
Attachment 2: Existing and Proposed McLennan South Sub-Area Plan Circulation Map
Attachment 3: McLennan South Sub-Area Site Context
Attachment 4: Development Application Data Sheet
Attachment 5: Preliminary Subdivision Site Plan
Attachment 6: Conditional Rezoning Requirements Concurrence
Attachment 7: Arborist Report and City Staff Assessment Report

City of Richmond





RZ 04-276082

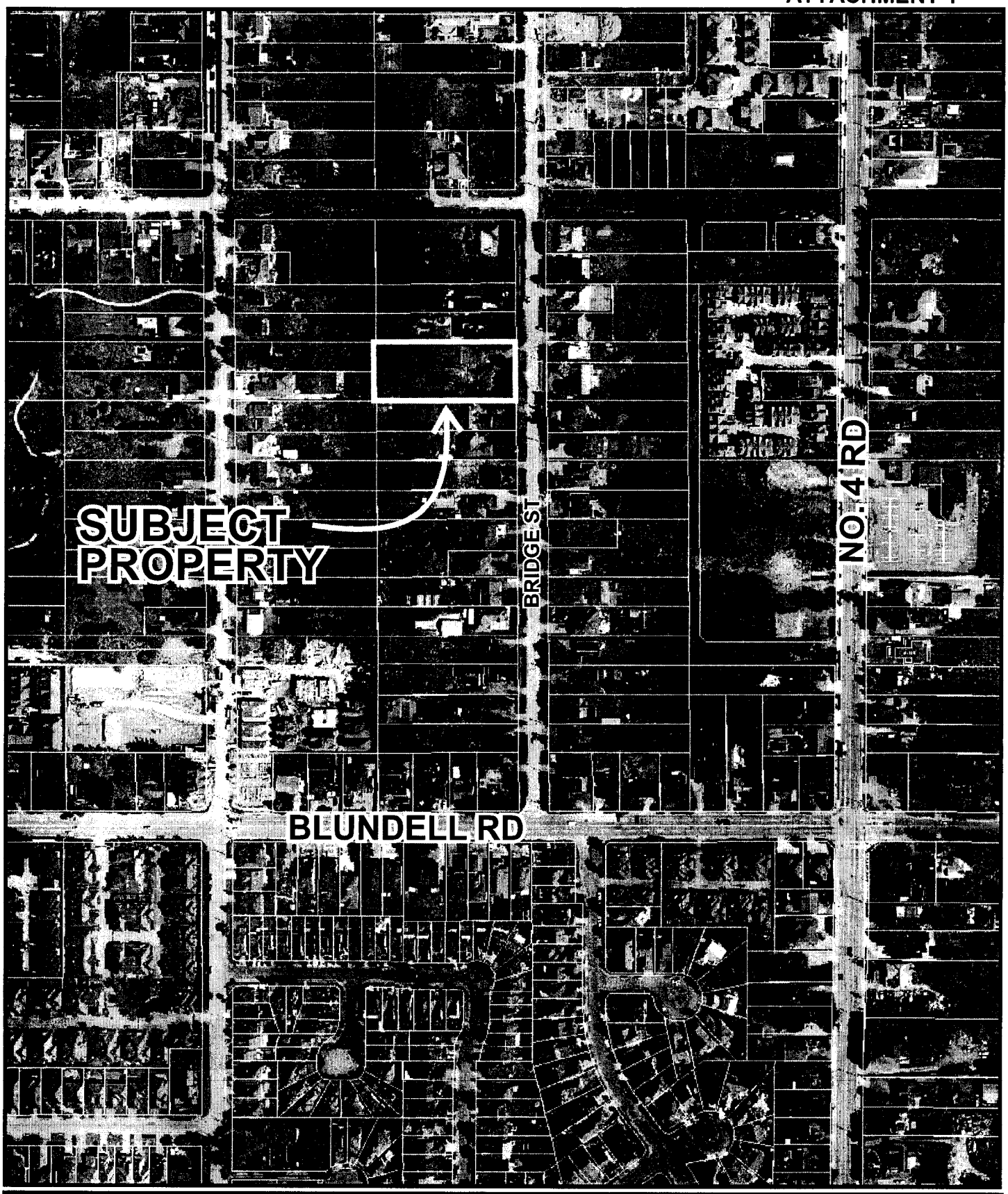
Original Date: 08/25/04

Revision Date:

Note: Dimensions are in METRES

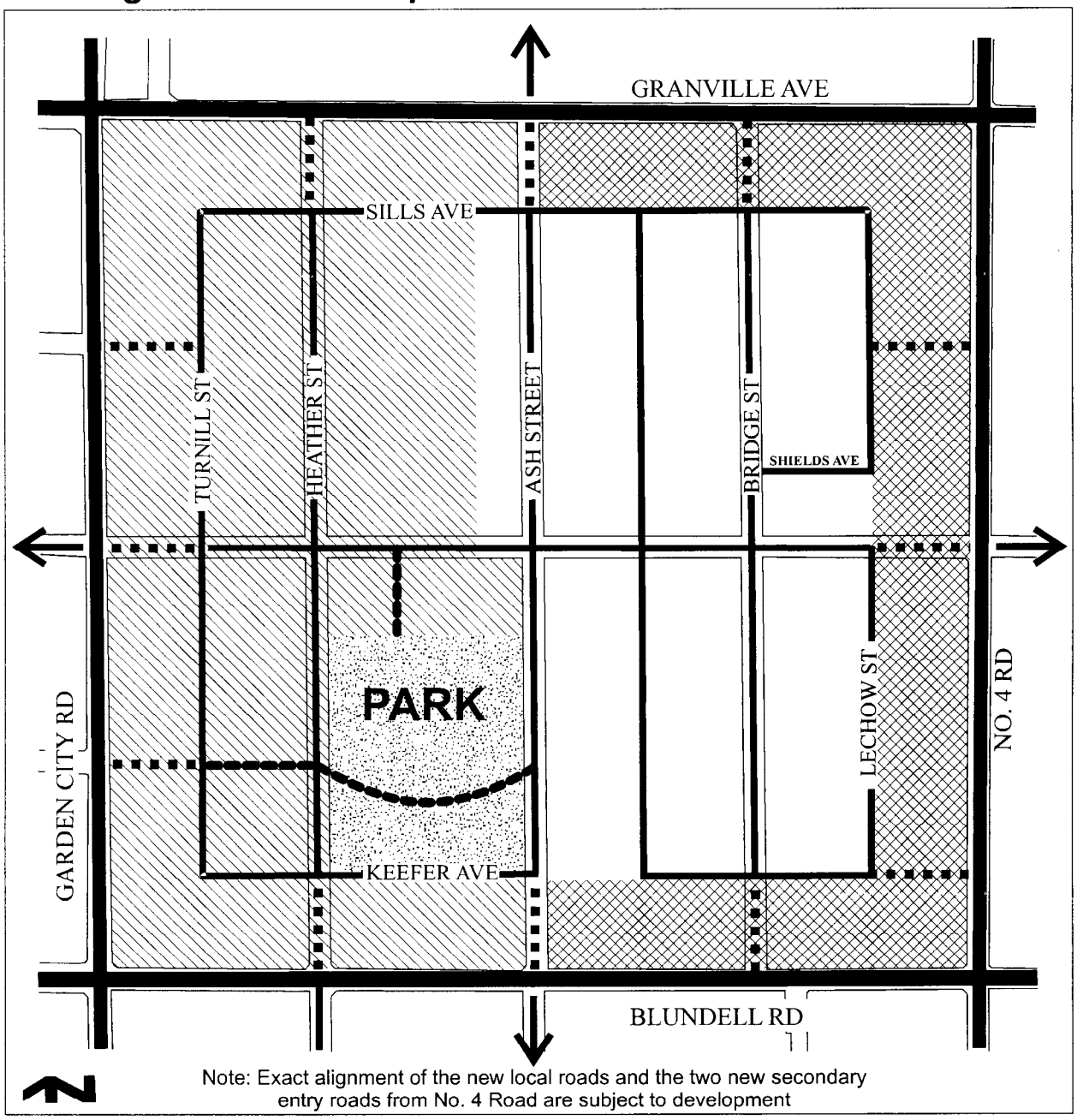
ATTACHMENT 1

ATTACHMENT 1

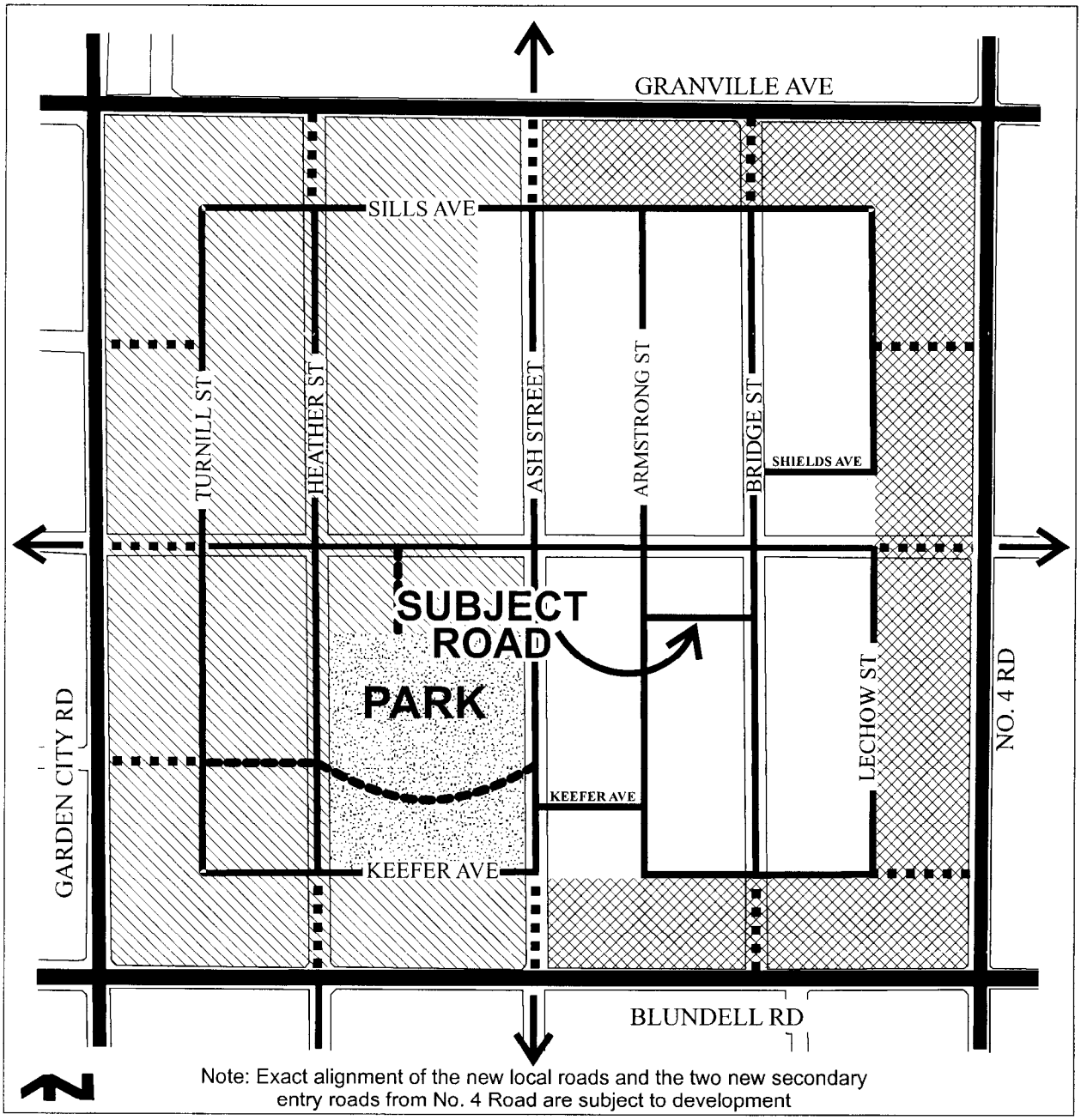


	RZ 04-276082	Original Date: 08/24/06 Amended Date: Note: Dimensions are in METRES

Existing Circulation Map

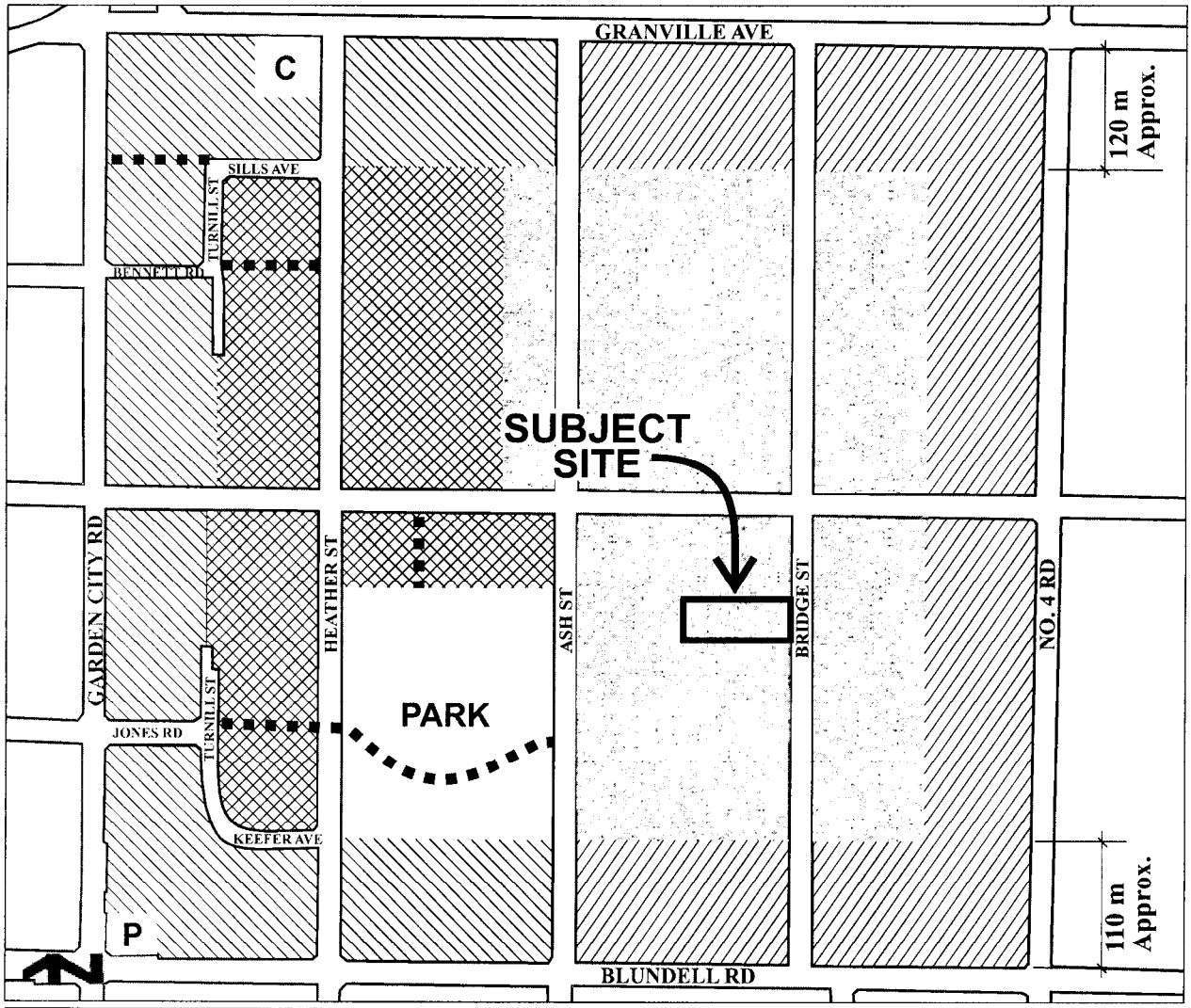


Proposed Circulation Map



Land Use Map

Bylaw 7892
2005/04/18



Residential, Townhouse up to **3 storeys** over 1 parking level, Triplex, Duplex, Single-Family
0.75 base F.A.R.

Residential, 2 ½ storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family
0.60 base F.A.R.

Residential, 2 ½ storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family
0.55 base F.A.R.

Residential, Historic Single-Family, **2 ½ storeys** maximum **0.55 base F.A.R.**, Lot size along Bridge and Ash Streets:

- Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m^2/ 5,920 ft^2 min. area)

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/ 37 ft. min. frontage and 320 m^2/ 3,444 ft^2 min. area), with access from new roads and General Currie Road;

Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling.

■ ■ ■ ■ Trail/Walkway

C Church

P Neighbourhood Pub

Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the "ring road".

City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Development Application Data Sheet

Policy Planning Department

RZ 04- 276082

Address: 7511 Bridge Street

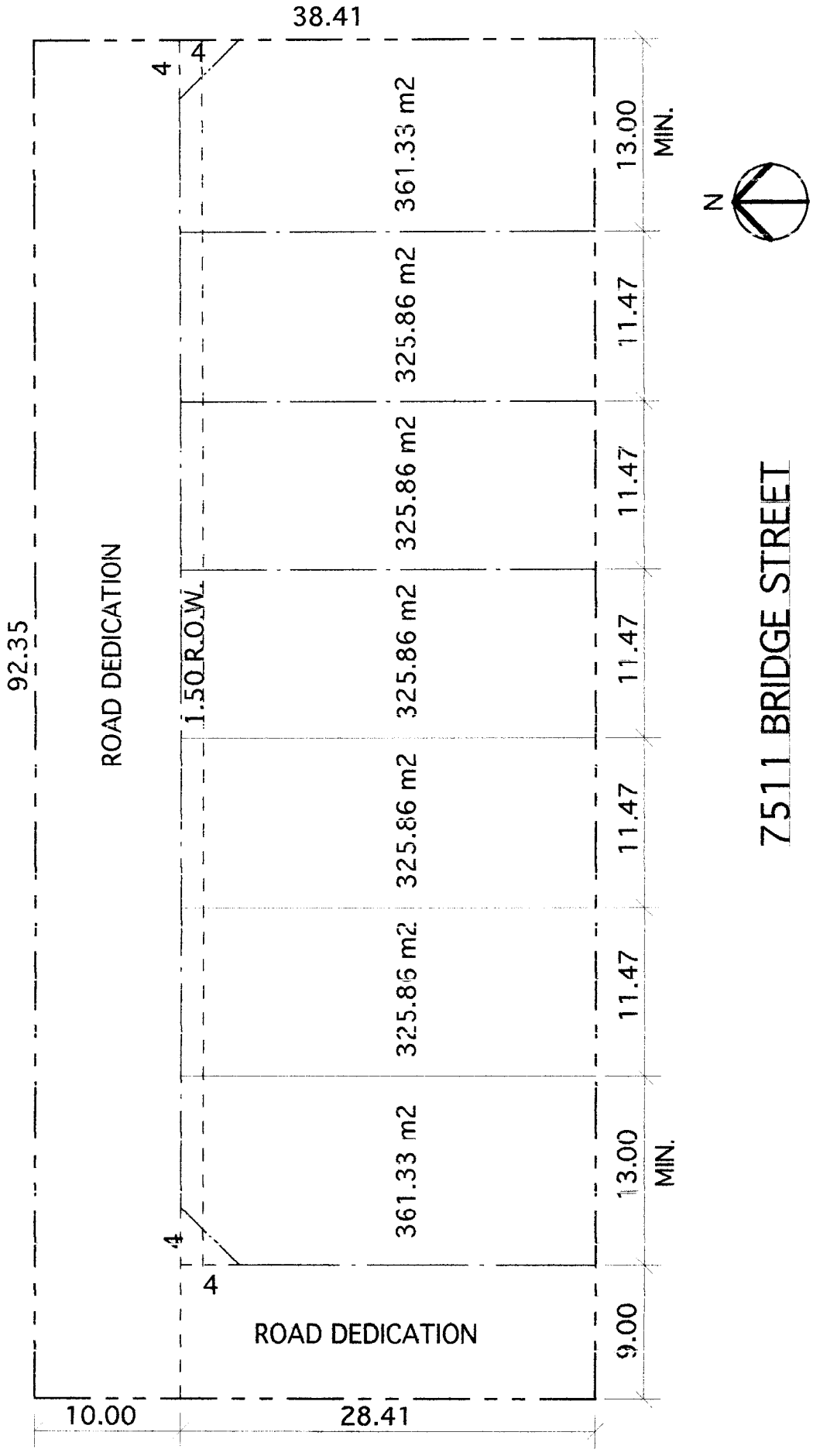
Applicant: Sandhill Development Ltd.

Planning Areas: City Centre Area, McLennan South Sub-Area Plan (Schedule 2.10D)

	Existing	Proposed
Owner:	664525 BC Ltd	664525 BC Ltd
Site Size (m^2): ***(by applicant)***	3,547.16 m^2 (38,182.6 ft^2)	2,353 m^2 (25,328 ft^2) The gross site area is reduced by: • 10 m (32.8 ft.) wide dedicated right-of-way along the site's north edge for road, complete with 4m x 4m corner cut at Bridge Street; and • 9.0 m (29.5 ft.) wide dedicated right-of-way along the site's west edge for road, complete with 4m x 4m corner cut at new east-west road.
Land Uses	Single-family residential	No change
OCP Designation	Residential	No change
Area Plan Designation	Residential, "Historic Single-Family" 2 1/2 storeys max. - 0.55 floor area ratio (FAR)	No change
Zoning	Single-Family Housing District, Subdivision Area F (R1/F)	Comprehensive Development District (CD/139) • The intent of this zoning district is to accommodate single-family housing in Section 15-4-6.
Number of Units	Vacant lot	7 single-family dwellings

	Bylaw Requirement	Proposed	Variance
Density (units/acre)	N/A	12 UPA	none required
Floor Area Ratio:	Max. 0.55 FAR, plus additional areas for covered areas, off-street parking, and floor area above garage	0.55 F.A.R.	none permitted
Lot Coverage – Building:	Max. 45%	45%	none
Lot Size (area)	Min. 320 m^2 (3,444.6 ft^2)	Min. 320 m^2 (3,444.6 ft^2)	none
Lot Size (width)	11.3 m (37 ft.) 13 m (42.7 ft.) at corner lot	5 lots at 11.3 m 2 corner lots at 13 m	none

	Bylaw Requirement	Proposed	Variance
Setback – Front Yard (m):	6 m Min.	6 m	none
Setback – Side Yard (m):	1.2 m Min. 4.0 m Min. on Public Road	1.2 m and 4.0 m on Public Road	none
Setback – Rear Yards (m):	Min. 6.0 m	Min. 6.0 m	none
Height (m):	Max. 2 1/2 storeys 9 m	Max. 2 1/2 storeys 9 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2.0 spaces/unit x 7 = 14 (R) Visitor: not required	2.0 spaces/unit x 7 = 14(R)	none
Off-street Parking Spaces – Total:	14	14	none



7511 BRIDGE STREET

Conditional Rezoning Requirements
7511 Bridge Street RZ 04-276082

Prior to final adoption of OCP Amendment Bylaw 8121 and Zoning Amendment Bylaw 7955, the developer is required to complete the following requirements:

- Dedication of a 10 m (32.8 ft.) wide strip of land for the establishment of a new street along the entire north edge of the subject site, except for the north 5 m (16.4 ft.) of the ultimate road width, complete with a 4m x 4m corner cut at the intersection with Bridge Street;
- Registration of a 1.5 m (4.9 ft.) Public Rights of Passage right-of-way along the south edge of the street dedication to facilitate sidewalk development to City standards;
- Dedication of a 9 m (29.5 ft.) wide strip of land for the establishment of a new street along the entire west edge of the subject site, complete with a 4m x 4m corner cut at the intersection with new east-west road. The Developer is eligible to make application for a Latecomer Agreement, for the cost of the road, including land dedication, road construction and services which are excess to the requirements of the proposed subdivision;
- Provision of a Letter of Credit for a contribution of the proportionate amount of approximately $42,320 to the storm drainage upgrade up to the main conveyance at No. 4 Rd. and General Currie Road, to be released upon payment in full, prior to Subdivision approval;
- Registration of a Landscape Security to the City of Richmond in the amount of $10,500 for the landscape works as per the landscape requirements in Comprehensive Development District (CD/139), section 291.138.8.03.(b);
- Contribution to the City's Tree Compensation Account of an assessed value of $4,680 for the replacement cost of the Sitka Spruce tree located on City property at the front property line, to be removed along with the adjacent Western Hemlock and Mountain Ash, by the applicant at his own expense, subject to Approval from the Parks Department; and
- Enter into the City's standard Servicing Agreement*. Works include, but may not be limited to, the design and construction of:

  a) West side of Bridge Street along the subject site's entire frontage including, but not limited to, road widening, curb and gutter, 3.85 m (12.6 ft.) wide grass and treed boulevard incorporating a 2.6 m (8.53 ft.) wide utility corridor, decorative "Zed" street lights, and a minimum 1.5 m (4.9 ft.) wide concrete sidewalk;

  b) New east-west street along the entire north edge of the subject site including, but not limited to, peat removal and appropriate replacement material across the entire right-of-way, 6 m (19.69 ft.) width of full road construction, storm sewer, sanitary sewer, water, hydro, telephone, gas, cablevision, curb and gutter, a grassed boulevard incorporating an utility corridor, 7 cm (3") street trees at 9 m (29.5 ft.) on centre, decorative "Zed" street lights, and a concrete sidewalk a minimum of 1.5 m (4.9 ft.) wide. (Note that at design stage it may be determined that the

sanitary sewer cannot fit within the road right-of-way and may have to be located within its own utility right-of-way.); and

c) New north-south street along the entire west edge of the subject site including, but not limited to, peat removal and appropriate replacement material across the entire right-of-way, 6 m (19.69 ft.) width of full road construction, storm sewer, sanitary sewer, water, hydro, telephone, gas, cablevision, curb and gutter, a grassed boulevard incorporating an utility corridor, 7 cm (3") street trees at 9 m (29.5 ft.) on centre, decorative "Zed" street lights, and a concrete sidewalk a minimum of 1.5 m (4.9 ft.) wide. (Note that at design stage it may be determined that the sanitary sewer cannot fit within the road right-of-way and may have to be located within its own utility right-of-way.)

Subdivision requirements, specifically*:

- Registration of a Flood Indemnity Covenant on title;
- Contribution of the proportionate amount of approximately $42,320 to the storm drainage upgrade up to the main conveyance at No. 4 Rd. and General Currie Road; and
- Review and approval of the location for driveways is required with the subdivision application.

* Note: This requires a separate application.

(Signed Copy on File)

Signed Date

Froggers Creek
Tree Consultants Ltd.
7763 McGregor Avenue Burnaby BC, V5J4H4
Telephone: 604-721-6002 Fax: 604-437-0970

June 30, 2005

CITY OF RICHMOND
Planning and Development Department
6911 No 3 Road,
Richmond, BC, V6Y 2C1

Re: Arborist's report for 7511 Bridge Street, Richmond.

Arborist Report

I have been asked to provide an Arborist report on two trees that have had some of their limbs removed and damaged during house demolition recently.

Observations

Two trees located along the street have had some limbs removed during house demolition. The two trees are growing very close to each other. The trees are:

1. 75cm dbh (diameter at chest height) Serbian Spruce – The tree is 30 metres tall and has a radial canopy spread of 7 metres. The tree is in fair health. It appears that several years ago (I am guessing within the last 10 years) a trench was dug by the city to install a sewer line within a metre of the tree. The tree is leaning away from the cut roots. The tree has not self corrected its growth which leads me to believe that the lean is very recent and could be the result of the cut roots. The limbs have been removed from the tree about half way up the tree. About 30% of the foliage has been removed. Most of the branches were cut and a couple of the branches have been broken off and are still hanging.
2. 4-stemmed 20cm dbh Western Hemlock. The tree is about 20 metres tall and has a radial canopy spread of about 4 metres. The tree is heavy set in cone and is in poor health. Hemlocks do not respond well to root damage. The sewer has been installed within 1 metre of this tree as well. The hemlock is leaning away from the cut roots. The limbs have been cut off to within 5 metres of the top of this tree. 70% of the foliage has been removed.

The property owner has informed me that the City of Richmond requires him to build a sidewalk and curb along the property line.

There are no rare or endangered species of trees growing on this site. All of the trees on site are very common species found throughout the Lower Mainland.

Froggers Creek Tree Consultants Ltd.

Conclusions

Removal of the branches should not impact the long-term viability of the Spruce. The Hemlock will not likely survive as it was already in an irreversible state of decline. The lean of the trees was not caused by the removal of the branches or the demolition of the house.

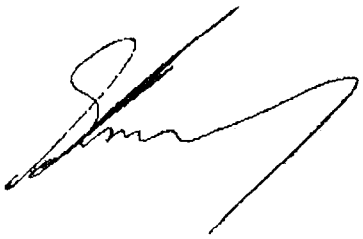
The sidewalk and curb combined with any service up grades required along the street makes these 2 trees not good candidates for retention. The construction will also critically impact the other 8 Douglas Firs that are growing along the street. The Hemlock and Spruce are leaning away from the cut roots towards the property and will be very hazardous once the new house is built and occupied.

Recommendations

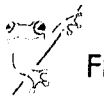
The two trees are hazardous because they are leaning and should be removed before construction begins.

End Report.

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



For Froggers Creek Tree Consultants Ltd. Dated: June 30, 2005
Glenn Murray – Certified Arborist
I.S.A. Certification # PN-0795



Froggers Creek Tree Consultants Ltd.

ASSUMPTIONS AND LIMITING CONDITIONS

1. This assessment was limited to a visual tree evaluation only. No core samples were taken. No tissue samples have been cultured or analyzed by plant pathologists. No root or root crown excavations were undertaken.

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

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

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

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

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

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

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

DAMAGED TREES ON 7511 BRIDGE STREET

Trees are situated on city property as verified by survey department.

Tree #1 – Picca Sitchensis or "Sitka Spruce"

- Approx. 28-29"dbh
- Approx. 70' height

In relative good health (a viable tree), I would rate at 3.5 out of 5 with 5 being the best. Good trunk taper, less than 15-20% dieback in mid-upper canopy and appears to have few obvious physical defects or evidence of insect and/or pathogen damage of any significance. Note – root flare or ground surface in area close to the stump not checked due to large brush pile at the base of the tree.

Basic Value $7,840.00

- Condition 70%	$575.00
- Location 80%	$625.00
- Species 25%	$1,960.00
Total % of detractors	$3,160.00

Assessed value $4,680.00

Tree #2 – Tsuga Heterophylla or "Western Hemlock"

- much stemmed
- previously trimmed (poorly for utility wire clearance)
- poor species for root problems, subject to being blown down (have a bad track record)

Assessed value $200.00 – firewood only

Tree #3 – Sorbus Aucuparia or "Common Mountain Ash"

- tall & spindly (multi-stemmed)
- foliage @ around 75-80%
- base of tree not visible due to underbrush, etc.
- over-mature specimen

Assessed value $0.00

As shown by the photos taken by Parks staff on July 4th, 2005, the trees were limbed high up on the stems of the 2 evergreens and damage occurred on the mountain ash as a result. It would appear the limbing was being done in preparation for the falling and subsequent removal of the trees in question from the property. It should be noted that the large stump approximately 3' north of the spruce was not part of this exercise and was actually removed by Richmond City Parks personnel sometime previously.

The spruce tree, though still a sound tree at this point, is not aesthetically pleasing because of the branch removal of approx. 25-35% of it's limbs. The east (road) side of the tree is bare for about 30'.

It is yet to be determined if the spruce, (the only one of the three that has value or significance), will stay or be removed.

My recommendation is the latter because the tree which was once sheltered by surrounding trees, will now be prone to being blown down. Also, unless the correct procedures are carried out and safeguards in place are monitored through the construction process, the tree may die in any case due to compaction and/or root damage or other related complications.

Reported by Alex Thorburn
I.S.A. Certified Arborist, PN-0404A
July 15, 2005

City of Richmond

Bylaw 8104

Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 8104 (RZ 04-276082) 7511 Bridge Street

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

1. Schedule 2.10D (McLennan South Sub-Area Plan) to Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing "Circulation Map" in Section 4.0 Transportation, and replacing it with "Schedule A attached to and forming part of Bylaw No. 8104".

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw No. 7100, Amendment Bylaw No. 8104".**

FIRST READING	
A PUBLIC HEARING WAS HELD ON	
SECOND READING	
THIRD READING	
ADOPTED	

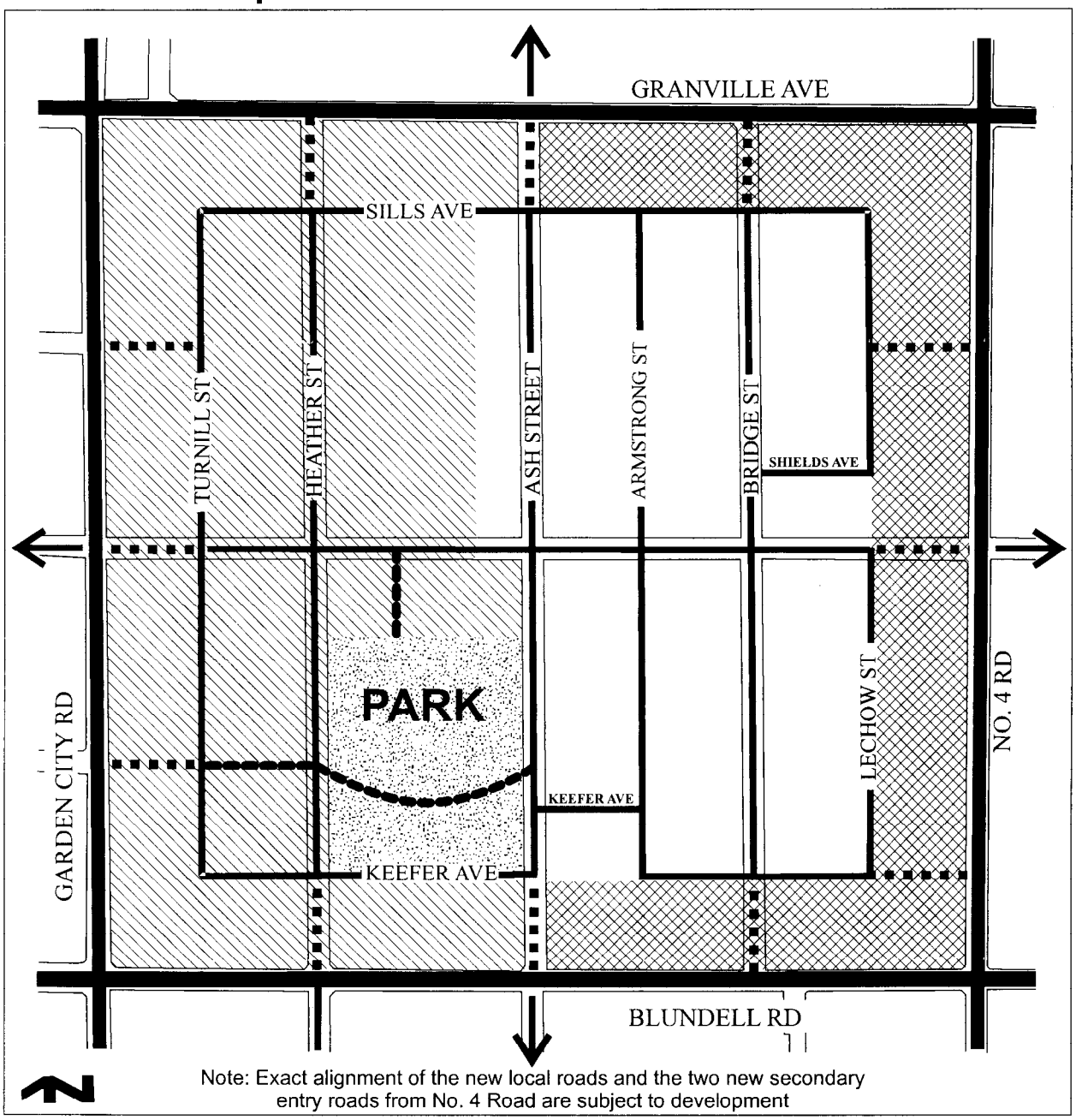
CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER

2051561

Circulation Map



City of Richmond

Bylaw 8121

Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 8121 (RZ 04-276082) 7511 Bridge Street

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

1. Schedule 2.10D (McLennan South Sub Area Plan) to Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing "Circulation Map" in Section 4.0 Transportation, and replacing it with "Schedule A attached to and forming part of Bylaw No. 8121".

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8121".**

FIRST READING	
A PUBLIC HEARING WAS HELD ON	
SECOND READING	
THIRD READING	
OTHER CONDITIONS SATISFIED	
ADOPTED	

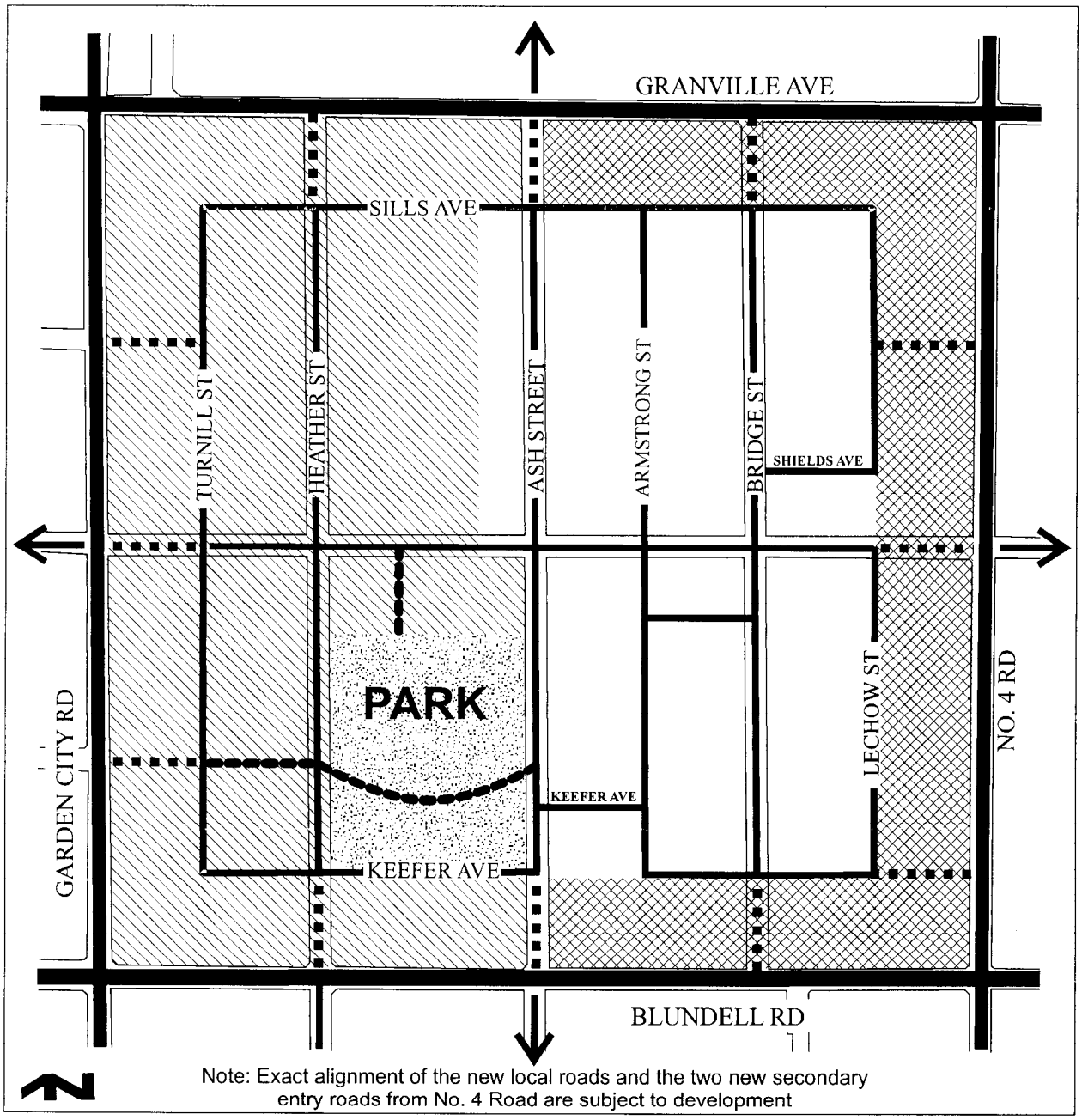
CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER

2012938

Circulation Map



City of Richmond

Bylaw 7955

Richmond Zoning and Development Bylaw 5300 Amendment Bylaw 7955 (RZ 04-276082) 7511 BRIDGE STREET

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/139).**

   P.I.D. 004-260-252

   Lot 18 Block "F" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

2. This Bylaw may be cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7955".**

FIRST READING	
A PUBLIC HEARING WAS HELD ON	
SECOND READING	
THIRD READING	
OTHER CONDITIONS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED by
HB
APPROVED by Manager or Solicitor

MAYOR

CITY CLERK

2021866