



To: Planning Committee
From: Wayne Craig
Director of Development

Date: May 11, 2015
File: RZ 13-630280

Re: Application by Steveston No. 6 LP for Rezoning at 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and north of 13760 Steveston Highway from Entertainment & Athletics (CEA), Light Industrial (IL) and Agriculture (AG1) Zoning to Light Industrial and Limited Accessory Retail – Riverport (ZI12)

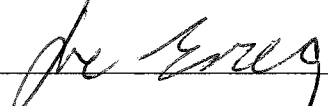
Staff Recommendation

1. That Official Community Plan Amendment Bylaw 9210, to redesignate 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and north of 13760 Steveston Highway from "Commercial" and "Industrial" to "Mixed Employment" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000, be introduced and given first reading.
2. That Bylaw 9210, 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 found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw 9210, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9211 to create the "Light Industrial and Limited Accessory Retail – Riverport (ZI12)" zone, and to rezone 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and north of 13760 Steveston Highway from "Entertainment & Athletics (CEA)", "Light Industrial (IL)" and "Agriculture (AG1)" to "Light Industrial and Limited Accessory Retail – Riverport (ZI12)", be introduced and given first reading.

- 5. That the public hearing notification be expanded to include all properties in the area shown on the map contained in Attachment J to the staff report dated May 11, 2015 from the Director of Development.


Wayne Craig
Director of Development

WC:ke
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

At the February 17, 2015 Planning Committee meeting, the following referral was made to staff:

That the staff report titled Application by Steveston No. 6 LP for Rezoning at 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and North of 13760 Steveston Highway from Entertainment & Athletics (CEA), Light Industrial (IL) and Agriculture (AG1) Zoning to Light Industrial and Limited Accessory Retail – Riverport (ZI12), dated February 5, 2015, from the Director, Development, be referred back to staff to examine:

- (1) potential port-related uses for the site through discussion with Port Metro Vancouver;*
- (2) the impact of the proposed development on traffic congestion in the area;*
- (3) the feasibility of adding a solar roof; and*
- (4) the expansion of the notification area;*

This report responds to the above referral and forwards the proposed rezoning application to Council for consideration.

Findings of Fact

For references purposes, please see the following attachments to this report:

- Attachment A – Location Map and Air Photo
- Attachment B – Copy of Staff Report Reviewed at February 17, 2015 Planning Committee

Note: All information contained in the staff report reviewed at the February 17, 2015 Planning Committee meeting remains pertinent to this rezoning application, except where noted in this report.

- Attachment C – Development Applications Data Sheet
- Attachment D – Preliminary Site and Landscape Plans

Surrounding Development

To the North: A property in the Agricultural Land Reserve (ALR), zoned “Agriculture (AG1)” that contains a single-family dwelling.

To the East: Across No. 6 Road properties zoned “Entertainment & Athletics (CEA)” that contain a movie theatre complex, hotel and the Richmond Ice Centre.

To the South: Across No. 6 Road a property zoned “Light Industrial (IL)” that is owned by Port Metro Vancouver.

To the West: A property in the ALR zoned “Agriculture (AG1)” that contains a single-family dwelling.

Responses to Planning Committee Referrals

Potential Port-Related Uses for the Site Through Discussion with Port Metro Vancouver

City staff forwarded the Planning Committee referral in conjunction with the proposed rezoning application report to Port Metro Vancouver (PMV) staff with a request for comment based on the direction by Planning Committee. PMV provided a letter in response (Attachment E). These comments have been reviewed by the applicant who have provided a letter in response (Attachment F). A general summary of PMV staff comments on the rezoning application is below, with applicant (Ledcor) responses highlighted in ***bold italics***:

- PMV concerns over the general loss of industrial land across the Metro Vancouver region and limited inventory of market ready industrial land.

The applicant notes that the rezoning application facilitates the creation of 14 acres of proposed light industrial land that would add to this land base across the region and help bring to market industrial land to meet current and future market demands.

- PMV support for the preservation of industrial lands of all types and particularly supportive of trade related and logistics uses for lands that have good access and close to existing industrial areas. PMV also notes that the proposed development may be better suited to larger format trade-related industrial and logistics uses.

The applicant stresses that the proposed rezoning will create light industrial zoned land that is capable of providing space for a wide-variety of users, including trade related and logistics, of which market conditions would be a key factor in determining the end user.

- PMV support land use regulations that would maximize industrial development potential on the site and have concerns about the proposed accessory retail component in Ledcor's rezoning application as it reduces the amount of building area that could be allocated to industrial use.

The applicant notes that the proposal to include a limited amount of accessory retail was based on market research and consultation with the real estate community.

Proposed zoning regulations restrict total amount of accessory retail to 2,350 sq. m or 25,295 sq. ft. with an accessory retail unit restricted to a floor area that is the lesser of either 10% area of the industrial unit to a maximum of 186 sq. m or 2,000 sq. ft.

Industrial land uses will be the primary use of all businesses with a number of development restrictions that limit the floor area and configuration of accessory retail space. The applicant identifies that the limited accessory retail component may not be utilized by all industrial operations, but should be desirable to potential users and local businesses.

The applicant's and City staff's opinion is that the proposed industrial zoning for the site meets many of the stated PMV objectives in the letter, while also accommodating potential broader light industrial market needs in Richmond, which they have identified through market research.

In addition to the applicant's responses to PMV comments, Leducor also submits the additional rationale in support of their development:

- Maintaining economic viability of the proposed industrial development through implementation of zoning that is flexible and able to react to future market conditions and user needs is critical in the applicant's development, as supported by the applicant's market research.
- The applicant's opinion that the proposed industrial development could result in higher job generation when compared to traditional trade-related industrial/warehouse uses and will provide industrial space where businesses can relocate, expand or downsize within Richmond.

City staff also discussed with the applicant (Leducor) and PMV staff about each other's position regarding the potential acquisition or use of the site by PMV.

- Leducor's Response – During the rezoning process, the applicant had discussed with the Port to further understand their plans for the recently acquired Fraser Wharves site (across Steveston Highway from the applicant's development site) and potential impacts to their proposed light industrial development. At that time, the applicant understood that the Port did not have an interest in this site. If the Port's position has changed, the applicant's opinion is that the proposed zoning would allow for a range of complementary Port uses, including trade-related industrial/warehouse uses, if deemed viable by the market.
- PMV Response – The Port is always interested in looking at opportunities for industrial land in close proximity to existing PMV land; however, were not aware of the Leducor site being immediately available for purchase as they understood that the applicant had existing development plans. Currently, PMV cannot confirm if they would be in a position to acquire the Leducor site as detailed review, analysis and due diligence needs to be completed before the Port is able to advise of their preference to purchase or not. PMV staff advises that they have not conducted their due diligence process.

The applicant emphasizes that although there has been limited interest in the development site by the Port to date, the applicant would be open to considering market viable Port supporting uses in the development.

Through the consideration of this rezoning application, City staff highlight that the proposal will increase the supply of industrial land in the City and that the proposed redesignation from "Commercial" to "Mixed Employment" in the 2041 Official Community Plan will benefit industrial development in the City. Furthermore, Council consideration of this rezoning application now does not preclude continued discussion between the applicant and PMV about potential land acquisition or lease opportunities.

The Impact of the Proposed Development on Traffic Congestion in the Area

The applicant submitted an additional report (Attachment G) from their transportation consultant (Bunt & Associates) that addresses the questions raised at Planning Committee. Specifically, the report addresses the existing traffic congestion in the area and related traffic volumes based on these land uses and the resulting impact of the industrial uses proposed in this rezoning.

The key findings and recommendations of the supplemental report are summarized as follows:

- Potential traffic generation from the proposed light industrial development is anticipated to be lower compared to the office and entertainment/recreational uses permitted in the current zone (Entertainment and Athletics CEA) on the subject site. The report finds that during the highest peak traffic periods, the proposed development would generate approximately 33% of the traffic compared to the office and approximately 80% of traffic compared to entertainment/recreational use permitted in the existing “Entertainment and Athletics (CEA)” zoning. Also, the proposed development is anticipated to generate little traffic during the weekday evening and Saturday midday periods when the adjacent Riverport entertainment and recreation facilities experiences the highest amount of traffic.
- In regards to impacts on the Steveston Highway overpass crossing of Highway 99, the traffic consultant has identified that the potential traffic generated from the proposed industrial development on the subject site can generally be accommodated within the existing capacity available on the area road system, particularly after the overpass is upgraded as part of the Massey Tunnel replacement project. MoTI staff have noted that there would be considerable traffic control management measures in place on this section of Steveston Highway as part of the Tunnel replacement project to assist the movement of existing traffic as well as the additional 1-2 vehicles per minute generated by the proposed industrial development.
- The report also addresses the potential for additional road connections south of Steveston Highway (i.e., via extension of Rice Mill Road) to improve traffic conditions to the proposed development and surrounding area. The report finds that this scenario is not feasible due to existing ownership and the requirement for the potential road extension to pass through lands within the Agricultural Land Reserve and Environmentally Sensitive Areas. Furthermore, such a road connection would divert traffic to the No. 5 Road/Steveston Highway intersection, which is already congested during peak period, and thus not a desirable option.

Transportation staff reviewed the proposed package of transportation related works and upgrades, including the widening of Steveston Highway (identified in the original report considered by Planning Committee) to determine if any additional transportation related upgrades are necessary. Based on this review, there is no technical rationale to require additional works or upgrades in order to accommodate the traffic generated by the proposed development.

In summary, the traffic consultant report confirms that the anticipated traffic generation from the applicant’s proposed light industrial development is less compared to potential traffic generation for existing office and entertainment/recreational uses already permitted in the existing zone. Traffic volume generation for the proposed light industrial development will be minimal on weekday evenings and weekend midday periods, which is during the typical high traffic volumes experienced at the existing Riverport entertainment/recreational facilities.

The Feasibility of Adding a Solar Roof

The developer has reviewed the feasibility of incorporating solar photovoltaic (PV) installations into the proposed development to provide an alternative energy source. Based on research conducted by the developer and their energy consultant, implementing solar PV installations is

not feasible on a scale that would enable the entire development to be independently powered by solar PV.

However, the developer has identified an opportunity to incorporate solar PV on a limited scale for the site. The applicant's energy consultant has recommended a solar PV system designed to provide power to all of the development site's exterior lighting needs (anticipated to be approximately 16 kilowatts of power). The preliminary solar PV design will consist of:

- Roof-top mounted panel array and battery system; and
- Stand-alone light standards (i.e., for illumination in parking lots) that would contain a solar panel, battery unit and energy efficient light source.
- Installation of pre-ducting throughout the entire development to enable expansion of the solar PV system in the future.

Attachment H contains a summary letter of the applicant's solar PV commitment as part of this development. The applicant advises that they are not able to implement a solar PV system over the entire development at this time as their energy consultant has noted it is not an economically viable energy system at this time. Other primary challenges to solar PV implementation noted by the applicant are that the overall anticipated power needs of the development are unknown at this time as no industrial tenants have been secured and final building design has not been determined, which are key factors in energy consumption for the site. In response to these challenges, the applicant is proposing a solar PV system capable of providing energy to meet all exterior lighting needs for the development and also pre-ducting of all buildings in the development to enable expansion of the system in future.

The percentage of total energy use for the development that the proposed solar PV system represents is not known at this time given the wide range of power demands that are dependent on the energy needs of the industrial user and final building design. Implementation of a solar PV system to power exterior lighting needs does represent a positive step in sustainability and would provide valuable case-study information for potential future implementation on other projects. Should Council wish to see additional solar PV on-site, further discussion with the applicant would be required, including further information on the proposed building design and potential tenant.

To secure implementation of the solar PV installation as part of the development, a legal agreement will be required to be registered on title of the consolidated site that will require installation of the proposed system prior to building occupancy for the site. A copy of the revised rezoning considerations including the solar PV legal agreement is contained in Attachment I.

The Expansion of the Notification Area

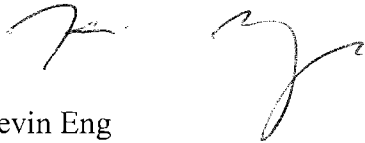
Based on Planning Committee's comments, staff propose that the public notification area be expanded to include all properties bounded by Highway 99 to the west, Williams Road (allowance) to the north and the Fraser River to the east and south of the subject site and was determined by staff as an appropriate area to undertake notification based on the potential impact of the light industrial development on the surrounding areas. A map of the proposed notification area is contained in Attachment J.

Conclusion

In response to Planning Committee's February 17, 2015 referral, staff have worked with the applicant to liaise with PMV to obtain feedback on the light industrial development proposal, undertake a supplemental study of traffic impacts and design a limited capacity solar PV system as part of the development. Staff are also recommending that the public hearing notification area be expanded as outlined in this staff report.

This application proposes to create a new "Light Industrial and Limited Accessory Retail (ZI12)" zoning district and rezone the consolidated 14.3 acre (57,880 sq. m) site to this new zone to allow for the development of a light industrial business park that would also permit limited accessory retail activities. Concurrent with this rezoning application, an amendment to the 2041 OCP is required to designate the site from "Industrial" and "Commercial" to "Mixed Employment".

It is recommended that Richmond 2041 Official Community Plan Amendment Bylaw 9210 and Zoning Bylaw 8500, Amendment Bylaw 9211 be introduced and given first reading.



Kevin Eng
Planner 2

KE:cas

Attachment A: Location Map

Attachment B: Staff Report Considered at February 17, 2015 Planning Committee

Attachment C: Development Application Data Sheet

Attachment D: Preliminary Site and Landscape Plans

Attachment E: Port Metro Vancouver Response Letter

Attachment F: Ledcor Response Letter – Port Metro Vancouver Comments

Attachment G: Supplemental Traffic Report

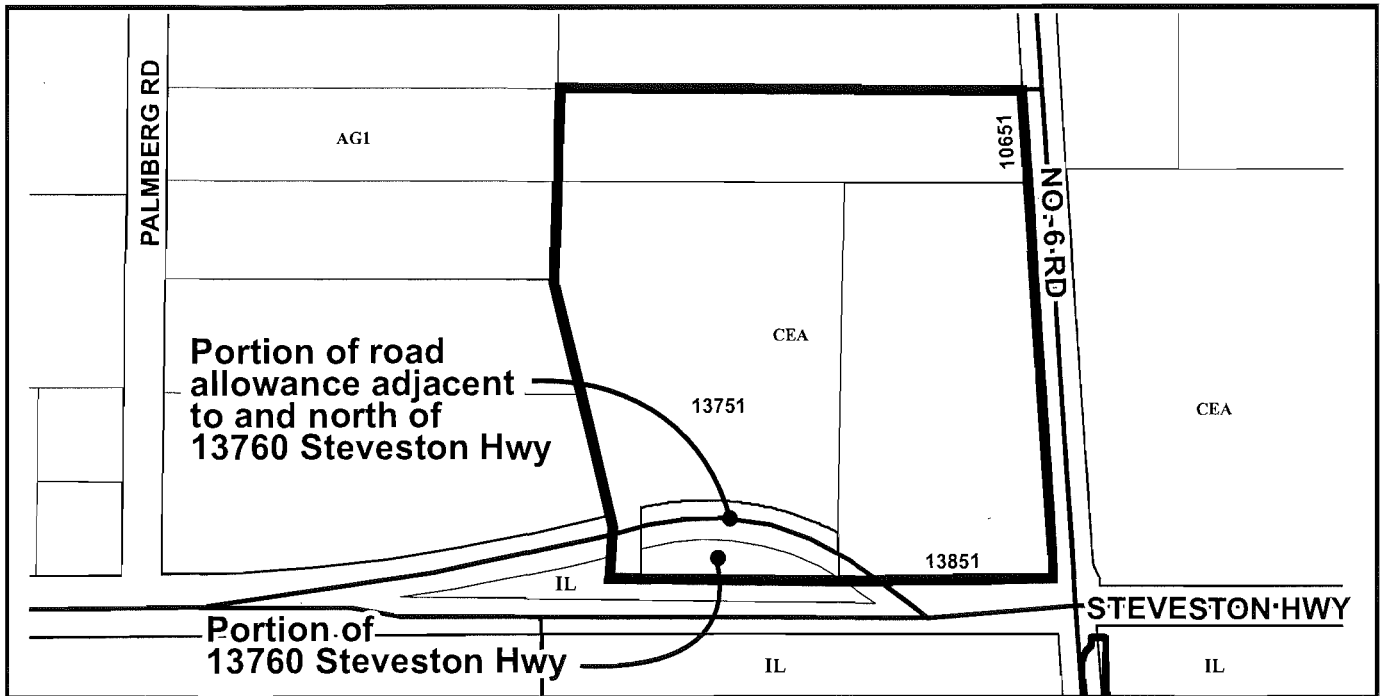
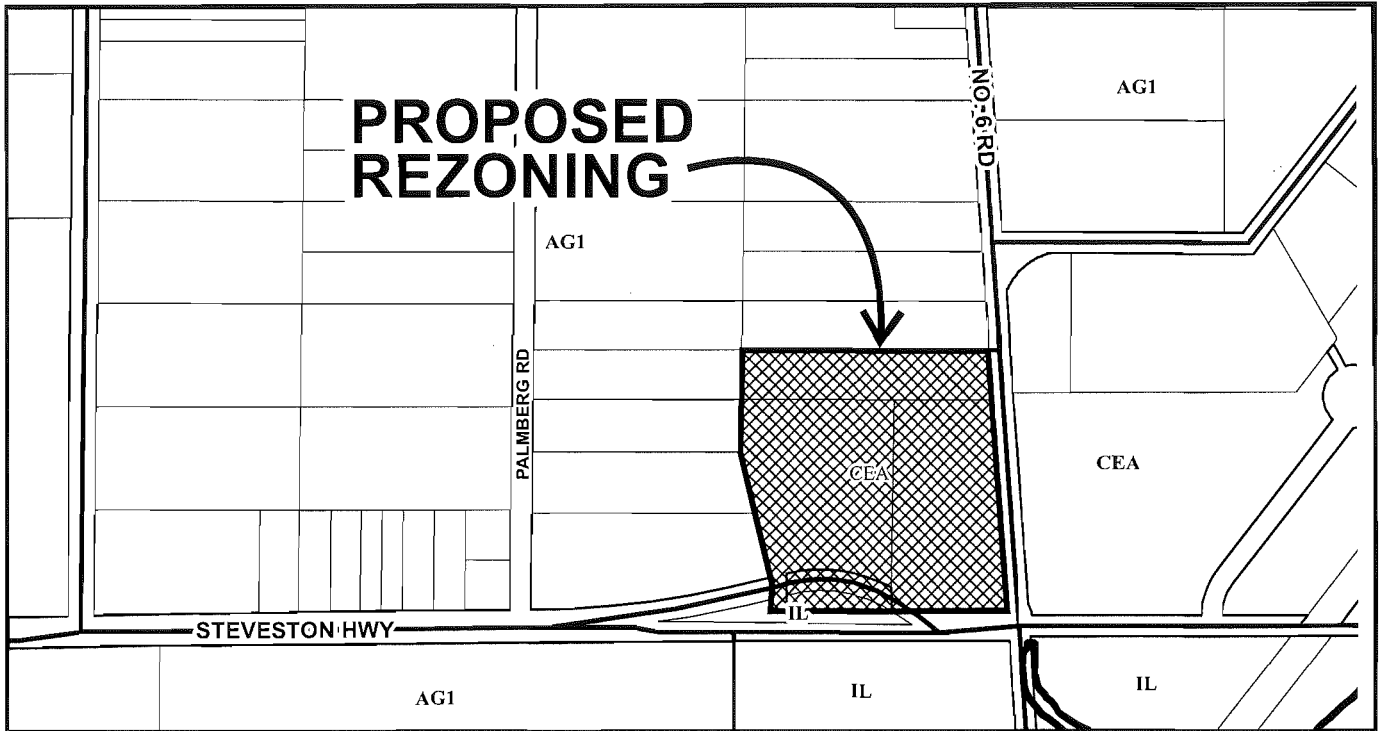
Attachment H: Ledcor Response Letter – Proposed Solar Photovoltaic Installation

Attachment I: Revised Rezoning Considerations

Attachment J: Proposed Expanded Public Hearing Notification Area



City of
Richmond



RZ 13-630280

Original Date: 01/23/15

Revision Date: 05/08/15

Note: Dimensions are in METRES



City of Richmond



RZ 13-630280

Original Date: 01/23/15

Revision Date 01/27/15

Note: Dimensions are in METRES

CNCL - 361



City of
Richmond

Referred back to staff.

Report to Committee
Planning and Development Department
To PLN - Feb 17, 2015

To: Planning Committee
From: Wayne Craig
Director of Development

Date: February 5, 2015

RZ 13-630280

File: 12-8060-20-009210/009211

Re: Application by Steveston No. 6 LP for Rezoning at 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and North of 13760 Steveston Highway from Entertainment & Athletics (CEA), Light Industrial (IL) and Agriculture (AG1) Zoning to Light Industrial and Limited Accessory Retail – Riverport (Z112)

Staff Recommendation

1. That Richmond 2041 Official Community Plan Amendment Bylaw 9210, to redesignate 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and north of 13760 Steveston Highway from "Commercial" and "Industrial" to "Mixed Employment" in Attachment 1 to Schedule 1 of Richmond 2041 Official Community Plan Bylaw 9000, be introduced and given first reading.
2. That Bylaw 9210, 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;

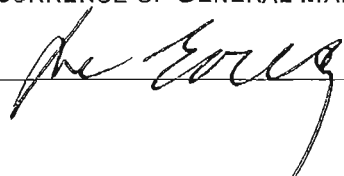
is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

3. That Bylaw 9210, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.

- 4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9211 to create the “Light Industrial and Limited Accessory Retail – Riverport (ZI12)” zone, and to rezone 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and north of 13760 Steveston Highway from “Entertainment & Athletics (CEA)”, “Light Industrial (IL)” and “Agriculture (AG1)” to “Light Industrial and Limited Accessory Retail – Riverport (ZI12)”, be introduced and given first reading.


 J: Wayne Craig
 Director of Development

WC:ke
 Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	

Staff Report

Origin

Steveston No. 6 LP has applied to the City of Richmond for permission to rezone 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the road allowance adjacent to and north of 13760 Steveston Highway from “Entertainment & Athletics (CEA)”, “Light Industrial (IL)” and “Agriculture (AG1)” to a new proposed “Light Industrial and Limited Accessory Retail – Riverport (ZI12)” zoning district in order to permit the development of a light industrial business park. This project also includes a proposal to permit limited accessory retail activities that are linked to the industrial businesses on the site (Attachment 1 – Location Map).

The proposed development includes the acquisition of City land (A portion of 13760 Steveston Highway and a portion of the road allowance adjacent to and north of 13760 Steveston Highway) on the Steveston Highway frontage of the subject site. Additional information on the land acquisition is contained in the Financial Impact section of this report.

Findings of Fact

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

Surrounding Development

To the North: A property in the Agricultural Land Reserve (ALR), zoned “Agriculture (AG1)” that contains a single-family dwelling.

To the East: Across No. 6 Road properties zoned “Entertainment & Athletics (CEA)” that contain a movie theatre complex, hotel and the Richmond Ice Centre.

To the South: Across No. 6 Road a property zoned “Light Industrial (IL)” that is owned by Port Metro Vancouver.

To the West: A property in the ALR zoned “Agriculture (AG1)” that contains a single-family dwelling.

Related Policies & Studies

2041 Official Community Plan (OCP)

A majority of the development site is currently designated “Commercial” in the 2041 OCP. A portion of 13760 Steveston Highway (City lands proposed to be included in this development) is designated “Industrial”. The applicant proposes an amendment to the 2041 OCP to designate the site “Mixed Employment”. This proposed amendment will accommodate the proposed land uses including the accessory uses (i.e., supporting offices to the industrial operations) and limited accessory retail activities.

The proposed amendment to the 2041 OCP is supported by staff on the following basis:

- Given the location of the site and surrounding land use context (primarily agriculture with limited commercial/entertainment activities and industrial activities), the site is better suited to accommodate the proposed light industrial development.
- The light industrial proposal supports the City's Employment Lands Strategy and the 2041 OCP policies which ensure an adequate supply of employment lands to meet current and long term community economic needs.

2040 Regional Growth Strategy (RGS)

The proposed 2041 OCP amendment is consistent with the 2040 Metro Vancouver Regional Growth Strategy (RGS). The site is located within the RGS "Urban Containment Boundary" and is designated a RGS "General Urban" area which allows a range of urban uses including mixed employment and support uses which have a minimal impact on urban and agricultural activities. For these reasons, it is not necessary to amend the 2040 RGS, or refer the proposed OCP amendment Metro Vancouver for comment.

Development Permit Area – ALR Buffer

A Development Permit application is required due to the subject site's adjacency to the ALR. A Development Permit application (DP 14-676456) has been submitted by the applicant.

In accordance with the 2041 OCP policies on developments which are directly adjacent to the ALR, the proposal incorporates a 15 m (50 ft.) wide area along the west and north edges of the site. The applicant's conceptual landscape plan for the ALR buffer incorporates a double row of deciduous and coniferous trees, shrubs and groundcovers, and a bioswale/on-site storm water management system within the 15 m (50 ft.) space. This conceptual plan complies with OCP and ALR guidelines on buffers between agricultural and development areas (Attachment 3).

A rezoning consideration for this project is the registration of a legal agreement on title of the consolidated property to ensure that the landscaped buffer cannot be removed or modified and are for the purposes of mitigating typical farm activities. Additional detailing and refinement of the ALR buffer will be undertaken through the forthcoming Development Permit application that is required for developments with a direct adjacency to the ALR, including submission of an appropriate bond to secure implementation of the plan.

Through the processing of the Development Permit application, discussions with the developer will also address the general exterior form and character of the buildings in coordination with the on-site landscape plan to ensure a high standard of design and enhanced architectural detailing is implemented in the proposed industrial business park.

Green Roofs and Other Options Involving Industrial and Office Buildings Outside the City Centre Bylaw (8385)

This bylaw applies to the proposed industrial development and will require the applicant/developer to demonstrate appropriate on-site storm water retention methods (via green roof or alternative option), to reduce the site's overall discharge to the City's storm sewer system.

Details on compliance with the provisions of the bylaw will be provided through the subsequent Development Permit application and secured through the building permit for the development.

Public Art Program Policy (8703)

The applicant will be participating in the City's Public Art Program and will be making a voluntary contribution (\$90,994) based on the provisions of the policy. The applicant will work with Public Art staff to identify an artist and suitable art installation for this development site. This voluntary contribution will be secured as a rezoning consideration.

Flood Plain Designation and Protection Bylaw (8204)

The proposed development must meet the requirements of Flood Plain Designation and Protection Bylaw (8204). Registration of a Flood Plain Covenant on title is a rezoning consideration for this project.

Noise Regulation Bylaw (8856)

As the proposed light industrial development is directly adjacent to "Agriculture (AG1)" zoned properties that permit a residential use, a legal agreement will be required to be registered on title of the consolidated site, to ensure that noise generated from the development complies with the City's Noise Regulation Bylaw (8856).

Richmond Agricultural Advisory Committee (AAC)

The rezoning was reviewed by the AAC on September 13, 2013. In response to comments and requests for additional information by the AAC, the proposal was presented to the AAC again on May 22, 2014, where the AAC supported the rezoning application (Attachment 4).

Traffic, Access and Off-Street Parking

Vehicular access to the site will consist of one access along Steveston Highway (south west corner of the site) and one access on No. 6 Road (midpoint of site). A legal agreement will be secured through the rezoning to restrict commercial vehicles (over a specified weight limit) from entering or exiting the site from No. 6 Road to prevent commercial vehicle traffic on No. 6 Road north of the proposed access location.

The applicant's consultant submitted a Traffic Impact Assessment (TIA) for the proposed light industrial business park and limited accessory retail activities that was reviewed and approved by Transportation staff.

Based on the proposed site plan, a total of 398 off-street parking stalls can be provided on the development site, which complies with requirements contained in the Zoning Bylaw and provides 101 surplus parking stalls. The proposed parking is also sufficient to accommodate the required dedicating parking associated with the accessory retail uses proposed for this site.

Consultation

Signage has been posted on the site in compliance with rezoning requirements. Staff have responded to emails from the resident directly to the north of the site and have provided updates and information to the individual on the overall project. The applicant has also contacted the neighbouring resident to answer questions about the proposal and provided copies of the proposed conceptual site plan to the individual. To date, no additional comments or concerns have been communicated to staff by this resident.

Analysis

Project Description

The proposal involves development of the 14.3 acre (57,880 sq. m) consolidated site into a light industrial multi-tenant complex (Attachment 3 – preliminary site and landscape plans). The conceptual plans for the site involve two separate buildings with a central loading bay area in between. Remaining areas around the perimeter of the subject site are utilized for off-street parking, drive-aisles and a 15 m (50 ft.) wide landscaped ALR buffer along the north and west edges of the site. The buildings will contain a variety of typical light industrial businesses and include accessory supporting office space. The applicant has also requested the allowance for limited retail uses in the development that are restricted to the retailing of goods that are directly associated with the industrial businesses in the development. Further information on this accessory retail component of the project is contained in the Analysis section of the report.

Site Planning and Overall Design

The preliminary plan indicates two industrial buildings on the site with loading bays in between the buildings, which minimizes their visibility to the public street. Parking areas are primarily along the south, east and north edges of the site and are separated from the public roads (Steveston Highway and No. 6 Road) and neighbouring properties by a significant landscape buffer strip that also can accommodate any required parking setbacks (Attachment 3 – Preliminary site and landscape plan).

Riparian Management Area

There is an existing open watercourse located on the subject site east edge along No. 6 Road, which also has a 5 m (16.4 ft.) Riparian Management Area (RMA) designation. The proponent's environmental consultant has submitted a plan proposing the following RMA response (Attachment 5 – Environmental Consultant Report):

- Daylights portions of the watercourse that are currently contained in a covered culvert.
- Undertake appropriate works to install a new driveway crossing into the site and pedestrian crossing across the existing RMA designated watercourse.
- Compensation plantings in the RMA based on the consultant's submitted plan.

Environmental Programs has reviewed and support the proposed RMA revisions and compensation plan proposed as part of this development. Detailed planting information will be addressed through the forthcoming Development Permit application.

Proposed New Zoning District

A new light industrial zoning district is proposed to allow primarily for a range of industrial activities and limited accessory retail activity. The permitted uses, density and site coverage is generally consistent with zoning for other light industrial multi-tenant complexes throughout the City. Specific regulations proposed to be included in this zone are detailed in this section.

Permitted Uses and Density

The permitted uses proposed for the proposed new “Light Industrial and Limited Accessory Retail – Riverport (ZI12)” zone include light industrial and manufacturing activities, industrial/manufacturing services and some limited commercial services, all of which must be contained in a building, which are consistent with light industrial business activities. The proposed accessory retail activity must be accessory to and will support the primary industrial business. Standalone retail is not permitted in the proposed zone.

A density of 0.75 Floor Area Ratio (FAR) and 60% site coverage is proposed to be included in this zone to accommodate future industrial tenancy needs. The current conceptual site plan has been submitted to demonstrate that the necessary off-street parking stalls can be provided on site and includes a parking surplus compared to what the Zoning Bylaw requires.

Accessory Retail Limitations

The zone has been drafted to include limitations on the accessory retail activities that restrict the retailing of goods manufactured, assembled, fabricated, stored and/or distributed on-site. Floor area limitations are also proposed to place a maximum of 2,350 sq. m (25,295 sq. ft.) of floor area over the entire site and restrict the maximum size of an accessory retail unit to the lesser of 10% of the floor area of an industrial unit to a maximum of 186 sq. m (2,000 sq. ft.).

Additional restrictions for the accessory retail activity relate to requiring it to be owned and operated by the primary industrial business, capping the total number of accessory retail units (25 maximum) and ensuring that retail activities must be in a building and defined by walls and is located with direct access to the public entrance to a unit. Dedicated off-street parking is required to be provided for the accessory retail activities in addition to providing necessary off-street parking for the primary industrial use.

Sanitary Sewer

The site is not serviced by a City sanitary sewer system. The project proposes to connect to a private sanitary sewer utility, located on the existing Riverport development site to the east across No. 6 Road, which was implemented when that group of properties was redeveloped. The applicant has received confirmation from the existing private sanitary sewer utility that the system has sufficient capacity to accommodate the proposed development and will be able to service the subject site. An existing private legal agreement (private easement) registered on the group of properties east of No. 6 Road allows the project site to connect to the private sanitary service utility. The following is a summary of requirements associated with service by a private sanitary sewer utility:

- As the private sanitary sewer infrastructure has to cross a City road allowance (No. 6 Road) – A legal agreement between the proponent and the City of Richmond for the purpose of locating, constructing, operating and maintaining private sanitary sewer infrastructure within a dedicated City road allowance is required.

- A legal agreement is required on the consolidated development site to identifying that the subject site is not serviced by a City sanitary sewer system and the City will not permit the development site to be serviced by sanitary sewer. This legal agreement will also identify that the development site is required to be serviced by the private sanitary sewer utility system, to be maintained and operated by the utility provider at the developer and/or utility provider's sole cost.

Site Servicing

General upgrades and scope of works to be completed as part of this development involve the following:

- No. 6 Road frontage – Implementation of an on-site pedestrian pathway, RMA compensation and enhancement works to daylight portions of the watercourse, new pedestrian cross-walk, new driveway access and implementation of a northbound left turn lane into the subject site.
- Steveston Highway (generally between No. 6 Road to Palmberg Road) – Road widening, shared pedestrian/bicycle sidewalk, implementation of an on-street dedicated bike lane, implementation of a east bound turning lane to the development site and modification to the existing median as needed.

A detailed list of identified works for this development is contained in the rezoning considerations (Attachment 6). All works will be completed through a Servicing Agreement application, which is a rezoning consideration for this development.

Financial Impact

Developer's Acquisition of City Lands


To facilitate the subject rezoning application proposal, the applicant proposes to acquire a portion of 13760 Steveston Highway (owned by the City of Richmond) and a portion of an unopened road allowance to the north of 13760 Steveston Highway for inclusion in the applicant's consolidated development site. The total approximate area of City lands proposed to be included in the development site is 3,400 sq. m (36,597 sq. ft.). As identified in the rezoning considerations for this project, the applicant is required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement, and road closure bylaw with respect to the unopened road allowance, will be brought forward by Council in a separate report from the Manager, Real Estate Services.

Conclusion

This application proposes to create a new "Light Industrial and Limited Accessory Retail (ZI12)" zoning district and rezone the consolidated 14.3 acre (57,880 sq. m) site to this new zone to allow for the development of a light industrial business park that would also permit limited accessory retail activities. Concurrent with this rezoning application, an amendment to the 2041 OCP is required to designate the site from "Industrial" and "Commercial" to "Mixed Employment".

Staff support the proposed 2041 OCP amendment and rezoning application to facilitate development of a light industrial business park on the subject site as it provides for additional employment lands and job generation in support of the 2041 Employment Lands Strategy. The proposed new “Light Industrial and Limited Accessory Retail – Riverport (ZI12)” zoning district has been developed to provide a range of uses that will accommodate light industrial businesses within a building that fits into the surrounding area.

On this basis, It is recommended that Richmond 2041 Official Community Plan Amendment Bylaw 9210 and Zoning Bylaw 8500, Amendment Bylaw 9211 be introduced and given first reading.


Kevin Eng
Planner 2

KE:cas

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: Preliminary Site and Landscape Plans

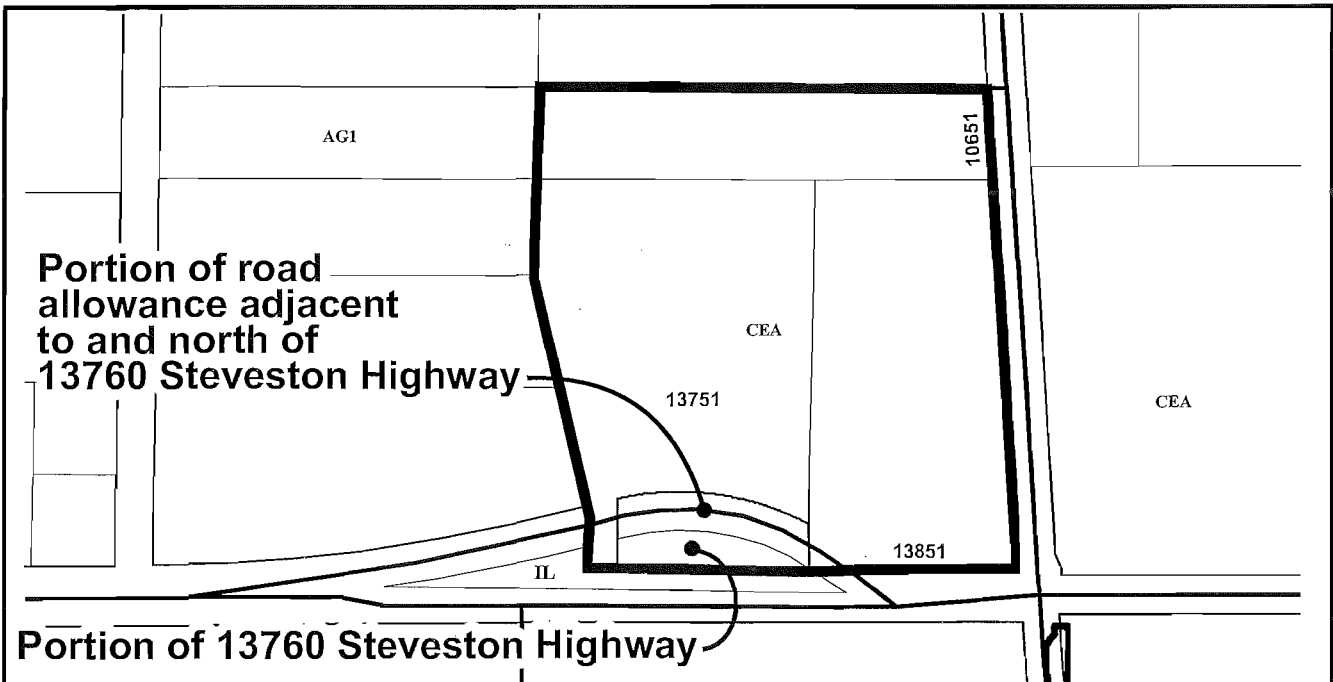
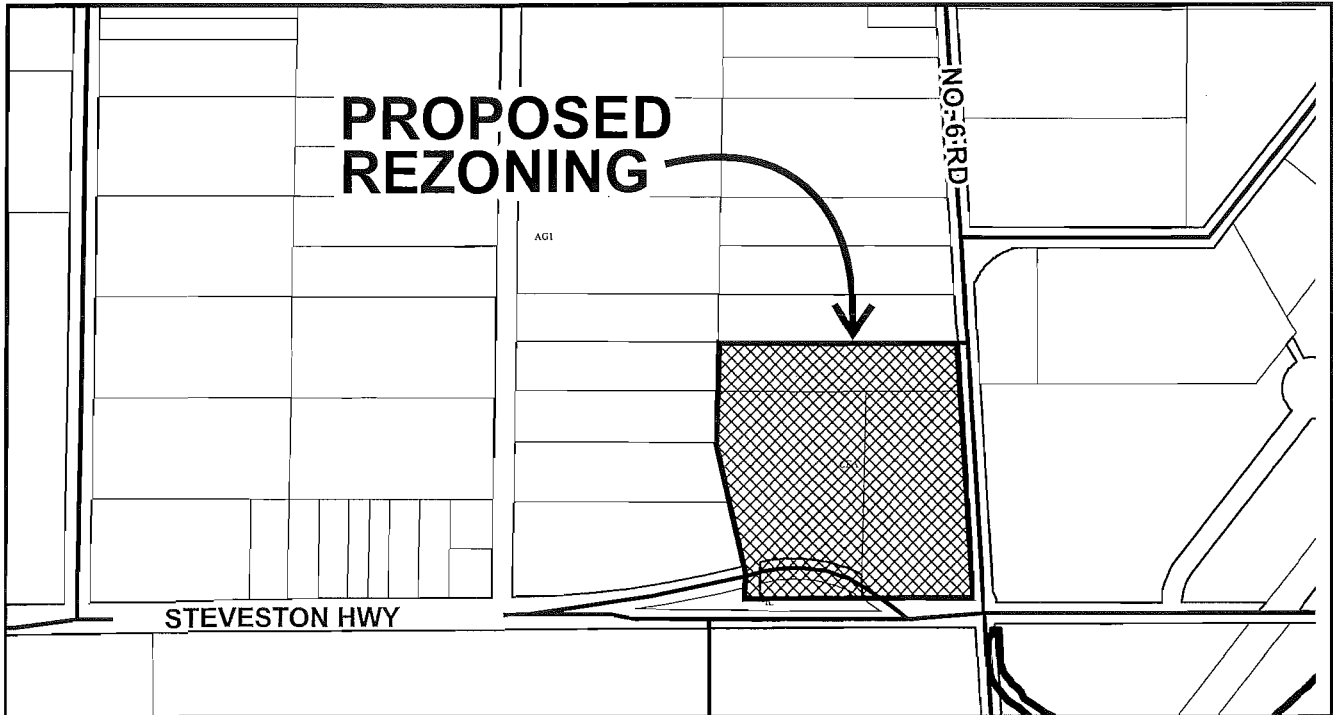
Attachment 4: Excerpt of AAC Meeting Minutes (September 13, 2013 and May 22, 2014)

Attachment 5: Environmental Consultant Report – Riparian Management Area

Attachment 6: Rezoning Considerations



City of Richmond



	<h2>RZ 13-630280</h2>	Original Date: 01/23/15
		Revision Date: 01/27/15
		Note: Dimensions are in METRES



City of
Richmond



RZ 13-630280

Original Date: 01/23/15

Revision Date 01/27/15

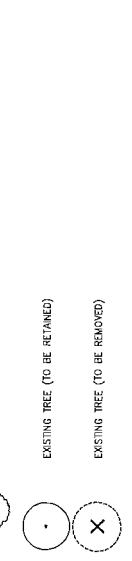
Note: Dimensions are in METRES

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GENERAL LEGEND

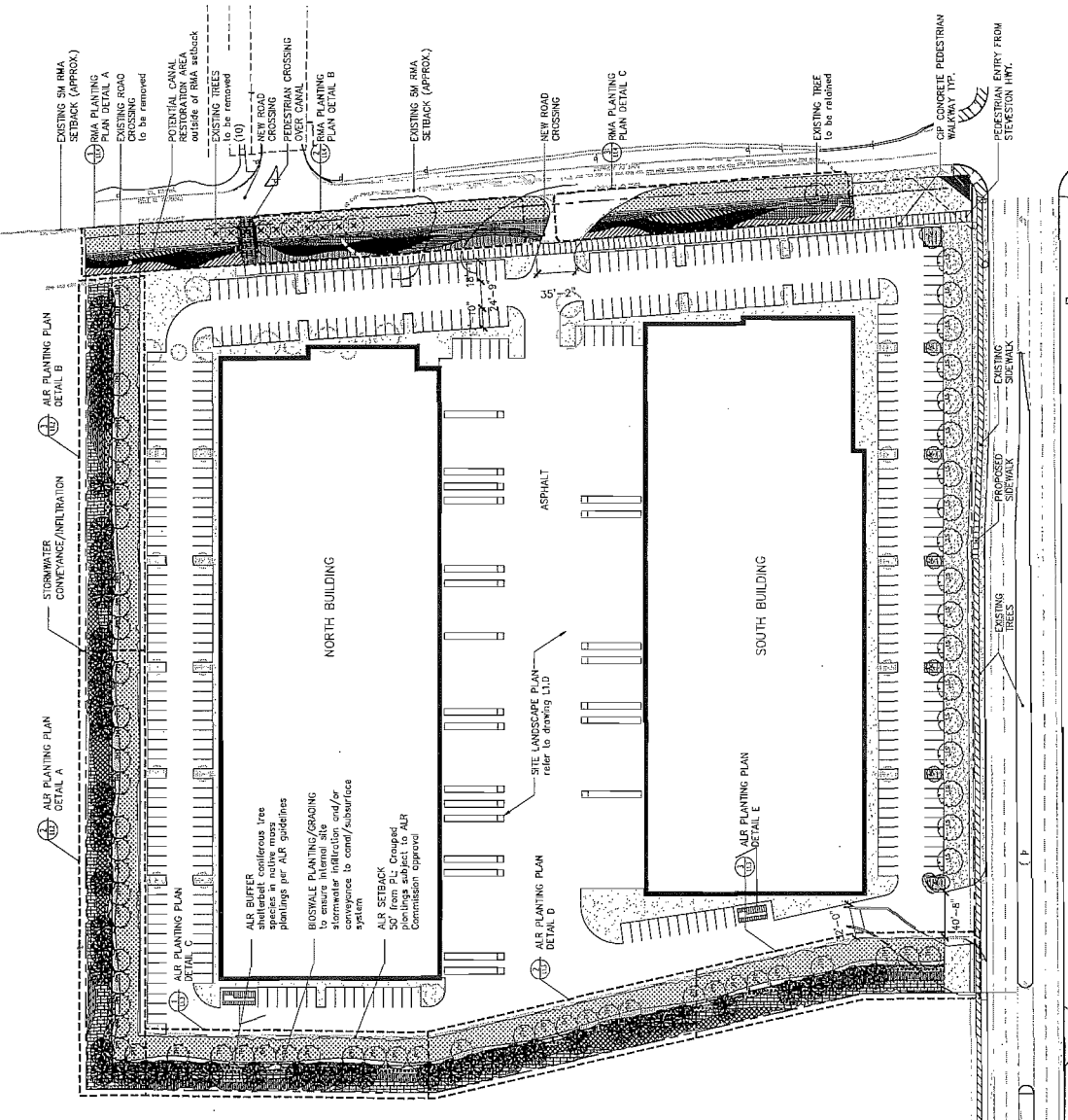
- PROPERTY LINE
- ALR SETBACK
- EXISTING 5M RMA SETBACK (APPROX.)
- BOSWALE/CANAL LOW POINT
- PROPOSED EVERGREEN TREE
- PROPOSED DECIDUOUS TREES
- EXISTING TREE (TO BE RETAINED)
- EXISTING TREE (TO BE REMOVED)

NOTE ON TREE REMOVAL/REPLACEMENT:
 A TOTAL OF TEN (10) TREES ARE PROPOSED TO BE REMOVED TO ACCOMMODATE OR PLANTING OF THE NORTH 15' WALKWAY. THESE TREE REMOVALS ARE PROPOSED TO BE OFFSET BY OVER 150 NEW TREES PLANTED ON SITE.



PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	NOTES
ALR PLANTINGS				
23		QUERCUS PALUSTRIS	PIN OAK	7cm CHL
28		ACER GLABRUM VAR. DOUGLASSI	DOUGLAS MAPLE	2m HT. (N)
33		TSUGA HETEROPHYLLA	WESTERN HEMLOCK	2m HT. (N)
35B		PHYTOCARPUS CAPITATUS	PACIFIC NINEBARK	#5 POT (N), 4' O.C.
35C		RIBES SANGUINEUM	FLOWERING CURRENT	#2 POT (N), 3' O.C.
40		STAPHYLICARPOS ALBIS	SNOWBERRY	#5 POT (N), 3' O.C.
64		CELANOTHUS VELUTINUS	SNOWBERRY	#5 POT (N), 3' O.C.
1549		MARHONIA AUCUPULUM	QUELON GRAPE	#5 POT (N), 3' O.C.
GRASSES				
101*		HYPPOCHOERIS GRASSY	BLUEMOUNT	SEED MIX
		CALAMAGROSTIS CANADENSIS	TUFTED WLDRIE	
		DESCHAMPSIA CAESPITOSA	BLUE WILFIRE	
		ELYMUS GLAUCUS	RED FESCUE	
		FESTUCA RUTICA	RED FESCUE	
		POA AMPLA	BIG BLUEGRASS	
RMA AND CANAL RESTORATION PLANTINGS				
SHRUBS				
97		ROSA NUTKANA	NOOTKA ROSE	#2 POT (N), 4' O.C.
135		CORNUS STOLONIFERA	RED OSIER DOGWOOD	#2 POT (N), 4' O.C.
51		SP-PRSEA DOUGLASSI	HARDYACK	#2 POT (N), 4' O.C.
10		SALIX BICOLORATA	WILLOW	#2 POT (N), 4' O.C.
130		SALIX BICOLORATA	HARDYACK	#2 POT (N), 4' O.C.
103		SAMBUCUS RACEMOSA	RED ELDERBERRY	#5 POT (N), 3' O.C.
GRASSES				
CI 1.2371*		CAREX LYNGSEI	LYNGSE'S SEDGE	SEED MIX
6861*		JUNCUS BALTICUS	BALTIC RUSH	SEED MIX
12.9271*		HYPOCHOERIS GRASSY	TUFTED WLDRIE	SEED MIX
		DESCHAMPSIA CAESPITOSA	BLUEMOUNT	
		ELYMUS GLAUCUS	TUFTED WLDRIE	
		FESTUCA RUTICA	RED FESCUE	
		FESTUCA RUBRA	RED FESCUE	
		POA AMPLA	BIG BLUEGRASS	
LANDSCAPE AMENITY PLANTINGS (FOR INFORMATION ONLY)				
LS		LIQUIDAMBAR STRYACELLA	SWEETGUM	
SV		STYRAX JAPONICA	JAPANESE STYRAX	
VI		SORBUS JAPONICA	JAPANESE SKIMMELL	
VI		ABURUMI DIDI	DAVID VILBURNIUM	
CC		CORNUS SERICIA 'ISANT'	RED OSIER DOGWOOD	
SH		SP-PRSEA DOUGLASSI	HARDYACK	
T		TRICHOMA NIVOSA	OREGON UNPE	



No.	Description	Date
1	Revised for RMA Setback	2023-03-20
2	Revised for RMA Setback	2023-03-20
3	Revised for RMA Setback	2023-03-20
4	Revised for RMA Setback	2023-03-20
5	Revised for RMA Setback	2023-03-20
6	Revised for RMA Setback	2023-03-20
7	Revised for RMA Setback	2023-03-20

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Steveston Hwy. &
 No. 6 Rd.

PLANTING PLAN

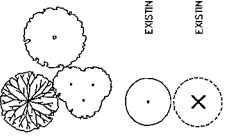


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003	2023-06-08	1"=10'	2023-06-08
004	2023-06-08	1"=10'	2023-06-08
005	2023-06-08	1"=10'	2023-06-08
006	2023-06-08	1"=10'	2023-06-08
007	2023-06-08	1"=10'	2023-06-08
008	2023-06-08	1"=10'	2023-06-08
009	2023-06-08	1"=10'	2023-06-08
010	2023-06-08	1"=10'	2023-06-08

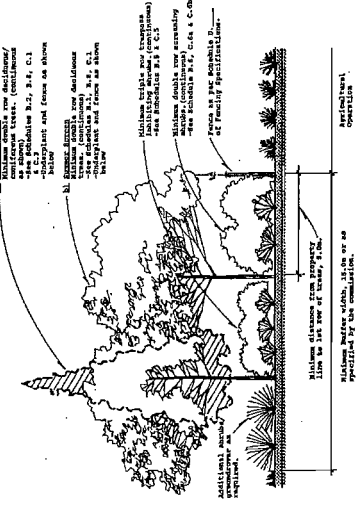
GENERAL LEGEND

- PROPERTY LINE
- ALR SETBACK
- EXISTING 5M RMA SETBACK (APPROX)
- BIOSWALE/CANAL LOW POINT
- PROPOSED EVERGREEN TREE
- PROPOSED DECIDUOUS TREES
- EXISTING TREE (TO BE RETAINED)
- EXISTING TREE (TO BE REMOVED)

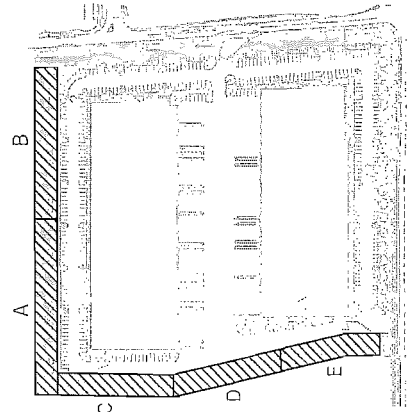
NOTE ON TREE REMOVAL/REPLACEMENT:
 A TOTAL OF TEN (10) TREES ARE PROPOSED TO BE REMOVED TO ACCOMMODATE THE PROPOSED BIOSWALE ALONG EAST EDGE OF SITE NORTH OF DRIVEWAY. THESE TREE REMOVALS ARE PROPOSED TO BE REPLACED WITH TEN NEW TREES PLANTED ON SITE.



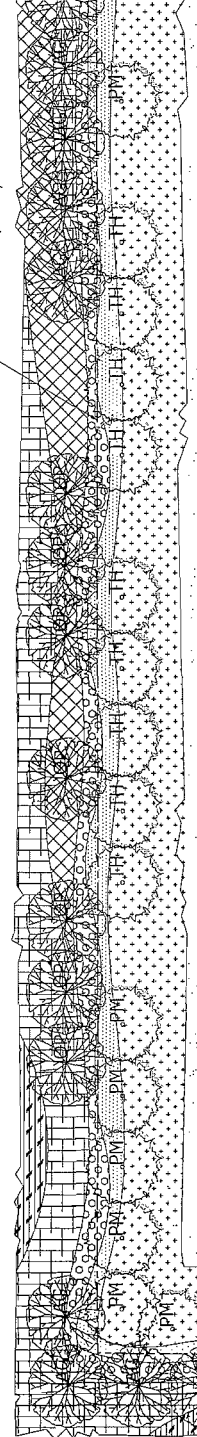
KEY	QTY	BOTANICAL NAME	COMMON NAME	NOTES
ALR PLANTINGS				
TREES				
OP	23	QUERCUS PALustris	DOUGLASS	7cm GA. (N)
PM	22	QUERCUS MARIE	MARLE	2m H.T. (N)
TH	19	FRAXINUS AMERICANA	AMERICAN WAX	2m H.T. (N)
TH	33	TSUGA HETEROPHYLLA	WESTERN HEMLOCK	2m H.T. (N)
SHRUBS				
OP	358	PHYSCOCARPUS CAPITATUS	PACIFIC NINEBARK	45 POT. (N), 4" O.C.
RS	840	RIBES SANGUINUM	FLOWERING CURRANT	72 POT. (N), 3" O.C.
OP	408	SWAMPYRAPHIS ALBUS	SNOWBERRY	45 POT. (N), 3" O.C.
OP	50	SPARGANGLIUM ANGUSTIFOLIUM	WINTER WAX	45 POT. (N), 3" O.C.
OP	1649	MADONIA AQUILENUM	OREGON GRAPE	45 POT. (N), 3" O.C.
GRASSES				
OP	1082841101*	HYPOCHOERIS NATIVE GRASSMIX	BLUEJOINT	SEED MIX
OP		CALAMAGRIS CANADENSIS	TUFTED FLOREYE	
OP		BISCHAMPIS CASPIOTOSA	WESTERN FESCUE	
OP		FESTUCA OCCIDENTALIS		



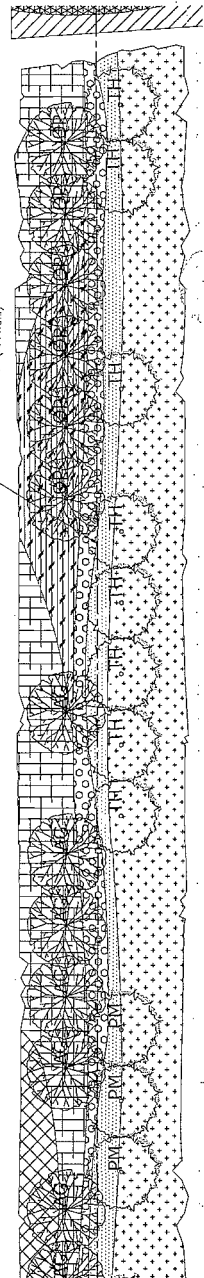
1. ALR BUFFER GUIDELINES (FOR REFERENCE ONLY)



KEY PLAN- ALR AREA



2. ALR PLANTING PLAN DETAIL A
 1/27 1/16 2'-0"



3. ALR PLANTING PLAN DETAIL B
 1/27 1/15 2'-0"

NO.	DESCRIPTION	DATE
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3	REVISION	2023-09-14
4	REVISION	2023-09-14
5	REVISION	2023-09-14
6	REVISION	2023-09-14
7	REVISION	2023-09-14
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46	REVISION	2023-09-14
47	REVISION	2023-09-14
48	REVISION	2023-09-14
49	REVISION	2023-09-14
50	REVISION	2023-09-14

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Steveston Hwy. &
 No. 6 Rd.

ALR DETAILED PLANTING PLAN

DATE	2023-09-14	DESIGNED BY	HAO A
PROJECT NO.	2023022	CHECKED BY	HAO A
SHEET NO.	AS NOTED	DATE	2023-09-14
Drawing No. 111 (M) [15]			

L1.2

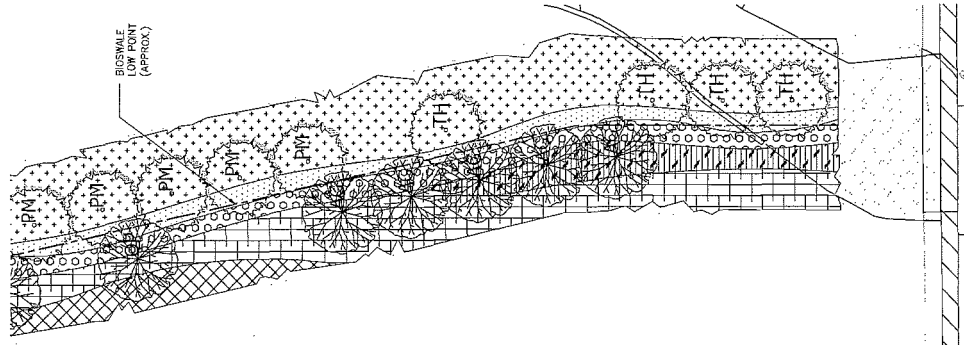
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5	REVISED PLANTING	2023-06-09
6	REVISED PLANTING	2023-06-09
7	REVISED PLANTING	2023-06-09

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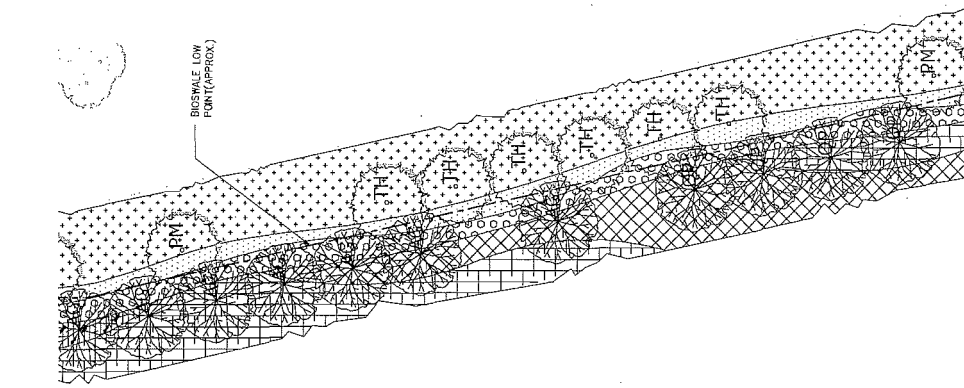
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 No. 6 Rd.

ALR DETAILED
 PLANTING PLAN

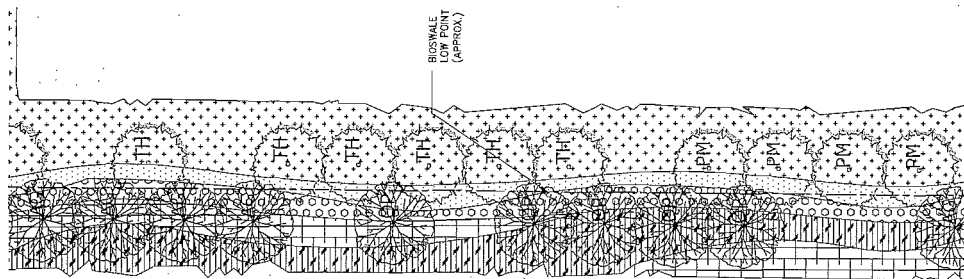
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1.3 ALR PLANTING PLAN DETAIL E
 1/15-1/16



1.3 ALR PLANTING PLAN DETAIL D
 1/15-1/16



1.3 ALR PLANTING PLAN DETAIL C
 1/15-1/16

GENERAL LEGEND

PROPERTY LINE

ALR SETBACK

EXISTING 5M RMA SETBACK (APPROX.)

BIOSWALE/CANAL LOW POINT

PROPOSED EVERGREEN TREE

PROPOSED DECIDUOUS TREES

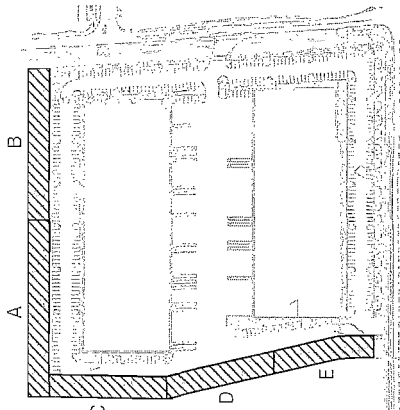
EXISTING TREE (TO BE RETAINED)

EXISTING TREE (TO BE REMOVED)

NOTE ON TREE REMOVAL/REPLACEMENT:
 A TOTAL OF TEN (10) TREES ARE PROPOSED TO BE REMOVED TO ALLOW FOR THE CONSTRUCTION OF THE CURB CUT ALONG EAST EDGE OF SITE NORTH OF DRIVEWAY. THESE TREE REMOVALS ARE PROPOSED TO BE REPLACED WITH NEW TREES PLANTED ON SITE.

PLANT LIST

KEY	CITY	BOTANICAL NAME	COMMON NAME	NOTES
TREES	03	QUERCUS BALANUS	PN OAK	2m CAL
AC	20	ACER GLABRUM VAR. DORGLASII	DOUGLAS MAPLE	2m HT. (N)
PM	19	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	2m HT. (N)
TH	33	TSUGA HETEROPHYLLA	WESTERN HEMLOCK	2m HT. (N)
SHRUBS	358	PHYSCARPUS CAPRATUS	PACIFIC MINIBARK	#5 POT. (N), 4' O.C.
8858	840	RIBES SANGUINEUM	FLOWERING CURRENT	#2 POT. (N), 3' O.C.
50	408	SYMPHORICARIS ALBIS	SNOWBERRY	#5 POT. (N), 3' O.C.
50	409	RIBES LUTEUM	YELLOW BERRY	#5 POT. (N), 3' O.C.
ENTER MA	1848	MARONIA AQUIFOLIUM	GREEN GRAPE	#5 POT. (N), 3' O.C.
GRASSES	8858	HYDROSSED NATIVE GRASSMIX	SEED MIX	
8858	1014	CALAMAGRISTIS CANADENSIS	BLUEJOINT	
8858	1015	DESCHAMPSIA CAESPITOSA	TUFTED WILDORIE	
8858	1016	FESTUCA OCCIDENTALIS	WESTERN FESCUE	
8858	1017	FESTUCA RUBRA	RED FESCUE	
8858	1018	Poa ANPLA	BIG BLUEGRASS	



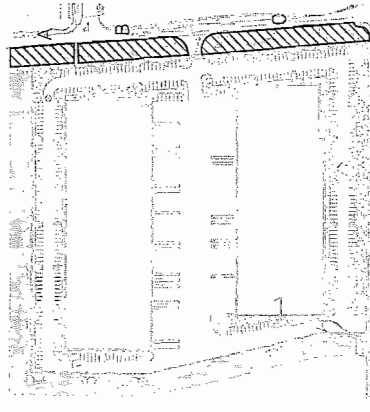
KEY PLAN - ALR AREA

GENERAL LEGEND

- PROPERTY LINE
- AIR SETBACK
- EXISTING SW RMA SETBACK (APPROX.)
- BIDS/MALE/DONAL LOW POINT
- PROPOSED EVERGREEN TREE
- PROPOSED DECIDUOUS TREES
- EXISTING TREE (TO BE RETAINED)
- EXISTING TREE (TO BE REMOVED)

NOTE ON TREE REMOVAL/REPLACEMENT:
 A TOTAL OF TEN (10) TREES ARE PROPOSED TO BE REMOVED TO ACCOMMODATE DITCHING OF THE NORTH OF DRIVEWAY. THESE TREE REMOVALS ARE PROPOSED TO BE REPLACED BY TEN (10) NEW TREES PLANTED ON SITE.

KEY PLAN- RMA AND CANAL RESTORATION AREA



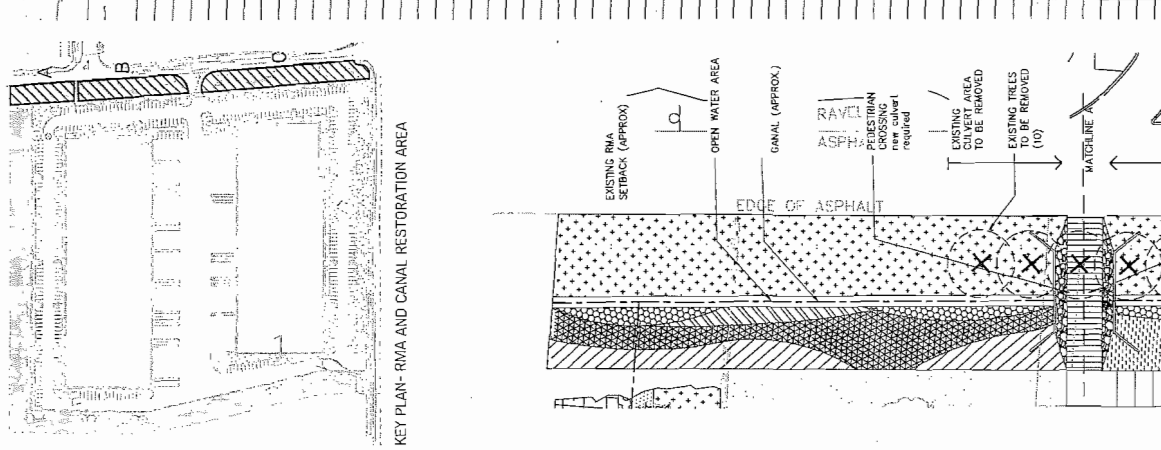
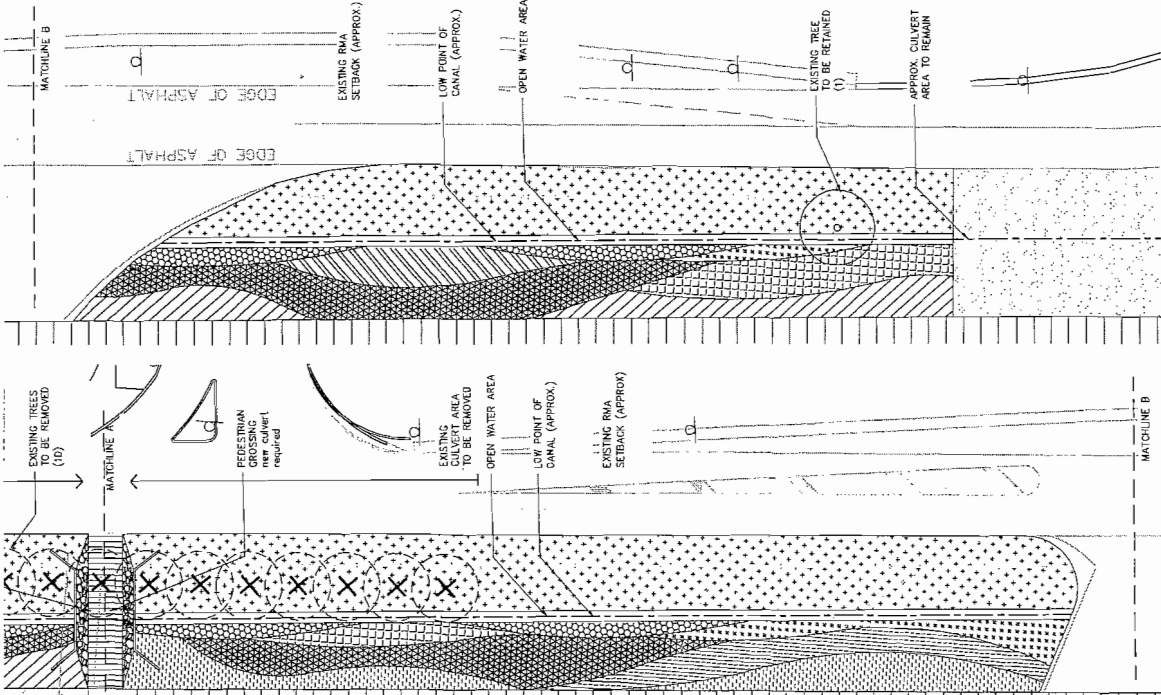
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99		ALGAE		
100		ALGAE		

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RMA AND CANAL RESTORATION PLANTINGS

97	ROSA NUTKANA	SEED MIX
98	CORNUS STOLONIFERA	SEED MIX
99	SPARGANGLA DOUGLASSII	SEED MIX
100	SAXIFRAGA HOOPERIANA	SEED MIX
101	SAXIFRAGA HOOPERIANA	SEED MIX
102	SAXIFRAGA HOOPERIANA	SEED MIX
103	SAXIFRAGA HOOPERIANA	SEED MIX
104	SAXIFRAGA HOOPERIANA	SEED MIX
105	SAXIFRAGA HOOPERIANA	SEED MIX
106	SAXIFRAGA HOOPERIANA	SEED MIX
107	SAXIFRAGA HOOPERIANA	SEED MIX
108	SAXIFRAGA HOOPERIANA	SEED MIX
109	SAXIFRAGA HOOPERIANA	SEED MIX
110	SAXIFRAGA HOOPERIANA	SEED MIX
111	SAXIFRAGA HOOPERIANA	SEED MIX
112	SAXIFRAGA HOOPERIANA	SEED MIX
113	SAXIFRAGA HOOPERIANA	SEED MIX
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115	SAXIFRAGA HOOPERIANA	SEED MIX
116	SAXIFRAGA HOOPERIANA	SEED MIX
117	SAXIFRAGA HOOPERIANA	SEED MIX
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138	SAXIFRAGA HOOPERIANA	SEED MIX
139	SAXIFRAGA HOOPERIANA	SEED MIX
140	SAXIFRAGA HOOPERIANA	SEED MIX
141	SAXIFRAGA HOOPERIANA	SEED MIX
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143	SAXIFRAGA HOOPERIANA	SEED MIX
144	SAXIFRAGA HOOPERIANA	SEED MIX
145	SAXIFRAGA HOOPERIANA	SEED MIX
146	SAXIFRAGA HOOPERIANA	SEED MIX
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148	SAXIFRAGA HOOPERIANA	SEED MIX
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150	SAXIFRAGA HOOPERIANA	SEED MIX

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200	ALGAE	



RMA AND CANAL PLANTING PLAN DETAIL A
 1/178=1/8"
RMA AND CANAL PLANTING PLAN DETAIL B
 1/178=1/8"
RMA AND CANAL PLANTING PLAN DETAIL C
 1/178=1/8"

No.	Description	Date
1	PROPOSAL	2012.06.26
2	REVISION	2012.08.02
3	REVISION	2012.08.02
4	REVISION	2012.08.02
5	REVISION	2012.08.02
6	REVISION	2012.08.02
7	REVISION	2012.08.02
8	REVISION	2012.08.02
9	REVISION	2012.08.02
10	REVISION	2012.08.02

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STEVENSON HWY. & NO. 8 RD.



RZ 13-630280

Attachment 3

13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and North of
Address: 13760 Steveston Highway

Applicant: Steveston No. 6 Road LP

	Existing	Proposed
Owner:	0767606 B.C Ltd., Inc. No. 0767606	To be determined
Site Size (m²):	Combined lots (including City lands) – Approximately 58,053 m ²	Consolidated net site area – Approximately 57,880 m ²
Land Uses:	Vacant site	Light industrial business park, limited accessory retail and supporting off-street parking and loading areas
OCP Designation:	Commercial and Industrial	Mixed Employment
Zoning:	Entertainment & Athletics(CEA) Light Industrial (IL) Agriculture (AG1)	Light Industrial and Limited Accessory Retail (ZI12) – Proposed new zone
Other Designations:	5 m Riparian Management Area (RMA) along No. 6 Road	Modifications and enhancements to the RMA in accordance with the environmental consultant's recommendations.

On Future Subdivided Lots	Proposed New Zoning District	Proposed	Variance
Floor Area Ratio:	Max. 0.75	0.39	none permitted
Lot Coverage – Building:	Max. 60%	35%	none
Lot Size (Area):	Min 5 ha (50,000 m ²)	5.78 ha (57,880 m ²)	none
Setback – Public Roads (m):	Min. 3 m	Approximately 30 m along Steveston Highway and No. 6 Road	none
Setback – North & West Yard (m):	Not Applicable	Approximately 30 m	none
Height (m):	12 m	12 m	none
Off-street Parking Spaces – Permitted Uses (Industrial)	1 space required per 100 m ² of general industrial use (203 stalls required)	304 stalls	none
Off-street Parking Spaces – Limited Accessory Retail	4 spaces required per 100 m ² of gross leasable floor area (94 stalls required for retail)	94 stalls	none
Off-street Parking Spaces (primary industrial use plus accessory retail) – Total:	297	398	none

**Excerpt of Agricultural Advisory Committee Meeting
September 19, 2013**

Development Proposal – Rezoning (ALR Adjacency) 13751 and 13851 Steveston Highway and 10651 No. 6 Road

Staff summarized the rezoning proposal for a light industrial redevelopment at the corner of No. 6 Road and Steveston Highway (summary table is attached to the AAC agenda package). The subject site has a direct abutting ALR adjacency along the north and west property line. At this stage, the land use proposal involves primarily light industrial uses with supporting services and potentially limited commercial and office functions. Staff noted that the developer and staff are working to confirm the ultimate land uses proposed for the rezoning. As the site has a direct abutting ALR adjacency to the north and west, an ALR Development Permit application is also required.

In response to questions from the Committee, staff noted that Engineering staff were in the process of reviewing the project to determine impacts on related City services and infrastructure in the area. A traffic impact study was also being reviewed by Transportation staff in relation to the development.

City staff identified that in review of the 2041 Official Community Plan, the conversion and redevelopment of the subject site to facilitate industrial and mixed employment land uses is supported.

AAC members noted specific concerns about the developments overall impact on storm drainage in the surrounding area, which also was servicing agricultural areas. Questions were asked about what City drainage canal will the subject site be utilizing and if there are any downstream impacts to drainage infrastructure that also services farm land, with concerns noted about capacity and work being done to update the East Richmond Agricultural Water Supply Study. The proponents noted that they were currently examining some stormwater source control management and on-site retention measures to reduce the impact to the City's system. City staff also noted that Engineering staff are in the process of reviewing the storm drainage impacts. As a result, Committee members requested that Staff provide appropriate information on Engineering's review related to storm drainage and impacts to City infrastructure for the proposed redevelopment at future meeting prior to the AAC considering the project further.

**Excerpt of Agricultural Advisory Committee Meeting
May 22, 2014**

Development Proposal – Rezoning (ALR Adjacency) 13751 and 13851 Steveston Highway & 10651 No. 6 Road

Kevin Eng introduced the development proposal which is adjacent to the Agricultural Land Reserve (ALR) along the western and northern property lines. This proposal was considered by the Committee at the September 19, 2013 AAC meeting. At that meeting, the Committee requested additional information.

The proposal consists of approximately 250,000 square feet of light industrial/warehousing uses. The proposal includes a box culvert at the No. 6 Road and Steveston Highway intersection with the connection to be as close to the existing pump as possible. There will also be an on-site detention pond and swales along No. 6 Road. The application is still at the rezoning stage; there will be further landscaping detail when the proposal is at the Development Permit stage. The proposal will be forwarded to Committee once those details are known.

Committee members had the following questions and comments on the proposal:

- Committee members asked how many storeys the buildings will be. The buildings will be primarily a single storey, but in some cases may include a mezzanine level.
- Committee members asked about the possibilities of including a green roof. The proposal does not include a green roof. Committee members encouraged the proposal to have innovative ideas for the roof including solar panels.
- Committee members asked about the impacts to traffic. Traffic is proposed to exit on Steveston Highway. A traffic impact study will have to be updated as part of the Development Permit application.
- Committee members asked about the irrigation and landscaping plan and how it will be maintained. A legal agreement along with a landscaping bond will ensure that the proper landscaping is planted and maintained for a period of time.

The following motion was moved and seconded by Committee members:

That the Agricultural Advisory Committee endorse the rezoning proposal at 13751 and 13851 Steveston Highway & 10651 No. 6 Road subject to resolving the details of the landscaping buffer along the edge of the Agricultural Land Reserve and truck and traffic issues, and ensuring the appropriate legal agreements are in place.

Carried



September 26, 2014

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

ISSUED FOR USE
704-ENVIND03353-01
Via Email: keng@richmond.ca

Attention: Kevin Eng
Policy Planning

Dear Mr. Eng,

Subject: Proposed Ledcor Properties Inc. Development at Steveston Highway and No. 6 Road
Riparian Area Modifications

1.0 INTRODUCTION

Ledcor Properties Inc. (Ledcor) is proposing to develop its property (the 'Property') immediately northwest of the Steveston Highway and No. 6 Road intersection in Richmond, BC. The development will require the construction of driveway access to the site from No. 6 Road across a north-south running ditch and riparian leave strip. Currently, the ditch within this Property is partly open and partly enclosed within culverts. The proposed access would cross the riparian area and ditch about half way along the eastern boundary of the Property. Consequently, Ledcor has retained Tetra Tech EBA Inc. (Tetra Tech EBA) to assess the potential environmental effects of constructing this road access and to provide the services of a Qualified Environmental Professional (D. Morantz, R.P. Bio.) to prepare and justify a suitable compensation plan respecting the City of Richmond's Riparian Management Approach. That approach was established to satisfy the requirements of the British Columbia Riparian Areas Regulation (RAR). The RAR, which has been in effect since 2006, is intended to provide protection for riparian features and functions, which are necessary to maintain healthy, productive aquatic systems. Richmond has identified Riparian Management Areas (RMA) along watercourses that meet the specifications of the RAR. Developments within these RMAs are generally restricted to achieve the objectives of the RAR.

This letter-report replaces the one issued on September 17, 2014, due to changes in the dimensions of the proposed driveway and pedestrian access to the site.

2.0 SITE DESCRIPTION

The ditch on the east side of the Property drains to the south under Steveston Highway and then through a pumping station to the Fraser River. Based on provincial records identified on iMap BC, only Threespine Stickleback (*Gasterosteus aculeatus*) have been recorded in this ditch, but only about 1.5 km north of the Property. Threespine Stickleback are common species in ditch networks due to their ability to withstand low flows, silted substrates, low oxygen levels, and relatively high water temperatures. Although the ditch does support this fish species in places, Richmond interactive resource mapping does not classify the ditch as a fish habitat upstream of Steveston Highway.

The City of Richmond subscribes to the provincial RAR, which requires the maintenance of suitably sized riparian zones along designated watercourses within municipal jurisdictions. In adherence to the RAR, the City of Richmond has established a 5 m wide setback along No. 6 Road at the east side of the Property. However, the regulated riparian area along the ditch on the west side of No. 6 Road is discontinuous, in that it does not fully

extend to the north or south of the Property boundaries (Figure 1). The gap near the north of the Property represents an existing 46 m culvert with an external diameter of 600 mm. The ditch opens again for a distance of about 20 m north of this culvert before re-entering another 8 m culvert beneath an unused driveway access road at the northern Property boundary (Figure 2). South of the proposed driveway access road, the ditch enters a culvert 40 m north of Steveston Highway (36 m north of the southern Property boundary), which then extends under the Highway and opens at the pumping station 220 m from the Fraser River. Based on these existing conditions, almost 38% of the existing No. 6 Road ditch within the Property is presently contained in culverts.

Deciduous trees within the RMA are restricted to the 46 m length of ditch that is contained in the culvert near the north of the Property. Without an open watercourse at this location, these trees provide virtually no riparian benefits. Elsewhere along the ditch, riparian vegetation consists of grasses and low shrubs, including invasive species such as Himalayan blackberry.

3.0 PROPOSED CHANGES TO THE RIPARIAN MANAGEMENT AREAS

Ledcor proposes to provide driveway access to the Property via a turnoff from No. 6 Road, 128.6 m south of the north Property boundary (Figure 3). This driveway corridor will necessitate placement of a 31.9 m driveway culvert in the existing ditch. As a result, a 31.9 m length of the 5 m wide RMA will be eliminated at this location for a total loss of 159.5 m². As indicated above, this streamside vegetation consists largely of grasses and low shrubs. No trees exist at this location (Photo 1).

To offset the loss of a portion of the RMA, Ledcor proposes the following plan, consisting of two parts:

- Removal of the 46 m culvert described earlier, resulting in daylighting of the ditch, except for a 4 m section which will be retained as a pedestrian crossing, as shown in Figure 3. The culvert for this crossing will be replaced if the culvert in this section is in poor condition. It has been determined that 10 trees along the 46 m length of the culverted section of ditch are growing within the ditch such that removal of the culvert will necessitate removal of these trees. To offset the loss of these trees, the plan includes the planting of over 150 new trees throughout the site (Appendix B). The daylighting of the ditch will result in an overall addition of 210 m² to the RMA; and
- Implementation of a planting plan (Appendix B) that will result in the replacement of much of the existing vegetation south of the existing 46 m culvert with native vegetation chosen to suit site specific growing conditions and soils. As part of this plan, all invasive species will be removed. Existing, native vegetation that is deemed to function well as riparian species will be maintained and supplemented with native shrubs and grasses. The culvert at the south end of the Property will not be removed; however, the planting plan will extend to this area as well, to reduce the potential for the incursion of undesirable invasive species into the newly planted riparian area and for aesthetic purposes.

This two-part plan will improve the overall area and quality of the RMA. Once completed, the plan will result in a net gain of 10.1 linear metres / 50.5 m² of riparian vegetation. The newly planted vegetation will provide considerably better riparian function due to the planting of vegetation that contain nitrogen fixing capabilities and provide habitats for terrestrial insects that make up a portion of the diet of downstream fish. Aesthetically, the new RMA will represent a considerable improvement over the existing condition due to the replacement of undesirable invasive species with a variety of beneficial native species.

For the above reasons, it is our opinion that the proposed plan to daylight an existing culvert and improve the vegetation composition of the RMA along No. 6 Road, will appropriately and beneficially offset the proposed removal of a 25 m length of the RMA for the purpose of constructing a driveway access to the subject Property.

4.0 LIMITATIONS OF REPORT

This report and its contents are intended for the sole use Leducor Properties Inc., their agents, and the City of Richmond as part of their review procedures. Tetra Tech EBA does not accept any responsibility for the accuracy of any of the data, the analysis, or the recommendations contained or referenced in the report when the report is used or relied upon by any Party other than Leducor Properties Inc. or the City of Richmond, or for any Project other than the proposed development at the subject site. Any such unauthorized use of this report is at the sole risk of the user. Use of this report is subject to the terms and conditions stated in Tetra Tech EBA's Services Agreement. Tetra Tech EBA's General Conditions are provided in Appendix A of this report.

5.0 CLOSURE

We trust this report meets your present requirements. If you have any questions or comments, please contact the undersigned.

Respectfully submitted,
Tetra Tech EBA Inc.



Prepared by:
David Morantz, M.Sc., R.P.Bio.
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Environment Practice
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Director, Aquatics and Fisheries
Environment Practice
Direct Line: 250.756.2256 x240
Nigel.Cavanagh@tetrattech.com

/sy

Attachments: Figures (3)
Photograph (1)
Appendix A – Tetra Tech EBA's Geoenvironmental Report – General Conditions
Appendix B – RMA Detailed Planting Plan

FIGURES

- Figure 1 Existing RMA at Ledcor property at Steveston Highway and No. 6 Road
- Figure 2 Steveston Highway / No. 6 Road Existing Canal
- Figure 3 Steveston Highway / No. 6 Road Proposed Canal

Figure 1. Existing RMA at Ledcor property at Steveston Highway and No. 6 Road



123.2 0 61.61 123.2 Meters

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

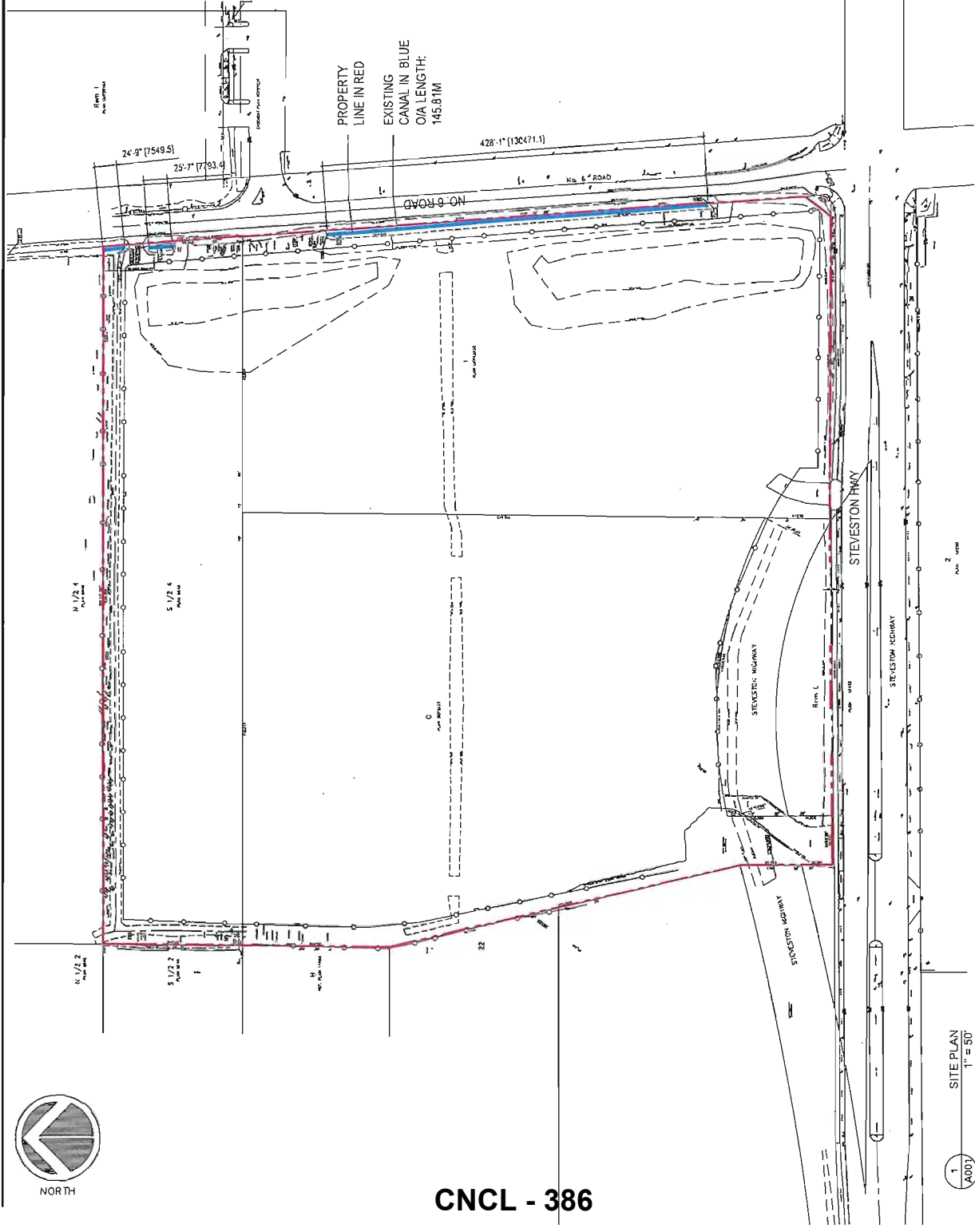
THIS MAP IS NOT TO BE USED FOR NAVIGATION

NO.	DATE	DESCRIPTION
1	NOV 10 2008	ISSUED FOR RECORDS
2	DEC 20 2008	ISSUED FOR PERMITS
3	JAN 15 2009	ISSUED FOR PERMITS
4	FEB 20 2009	ISSUED FOR PERMITS
5	MAR 20 2009	ISSUED FOR PERMITS
6	APR 20 2009	ISSUED FOR PERMITS
7	MAY 20 2009	ISSUED FOR PERMITS
8	JUN 20 2009	ISSUED FOR PERMITS
9	JUL 20 2009	ISSUED FOR PERMITS
10	AUG 20 2009	ISSUED FOR PERMITS
11	SEP 20 2009	ISSUED FOR PERMITS
12	OCT 20 2009	ISSUED FOR PERMITS
13	NOV 20 2009	ISSUED FOR PERMITS
14	DEC 20 2009	ISSUED FOR PERMITS
15	JAN 20 2010	ISSUED FOR PERMITS
16	FEB 20 2010	ISSUED FOR PERMITS
17	MAR 20 2010	ISSUED FOR PERMITS
18	APR 20 2010	ISSUED FOR PERMITS
19	MAY 20 2010	ISSUED FOR PERMITS
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21	JUL 20 2010	ISSUED FOR PERMITS
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25	NOV 20 2010	ISSUED FOR PERMITS
26	DEC 20 2010	ISSUED FOR PERMITS
27	JAN 20 2011	ISSUED FOR PERMITS
28	FEB 20 2011	ISSUED FOR PERMITS
29	MAR 20 2011	ISSUED FOR PERMITS
30	APR 20 2011	ISSUED FOR PERMITS
31	MAY 20 2011	ISSUED FOR PERMITS
32	JUN 20 2011	ISSUED FOR PERMITS
33	JUL 20 2011	ISSUED FOR PERMITS
34	AUG 20 2011	ISSUED FOR PERMITS
35	SEP 20 2011	ISSUED FOR PERMITS
36	OCT 20 2011	ISSUED FOR PERMITS
37	NOV 20 2011	ISSUED FOR PERMITS
38	DEC 20 2011	ISSUED FOR PERMITS
39	JAN 20 2012	ISSUED FOR PERMITS
40	FEB 20 2012	ISSUED FOR PERMITS
41	MAR 20 2012	ISSUED FOR PERMITS
42	APR 20 2012	ISSUED FOR PERMITS
43	MAY 20 2012	ISSUED FOR PERMITS
44	JUN 20 2012	ISSUED FOR PERMITS
45	JUL 20 2012	ISSUED FOR PERMITS
46	AUG 20 2012	ISSUED FOR PERMITS
47	SEP 20 2012	ISSUED FOR PERMITS
48	OCT 20 2012	ISSUED FOR PERMITS
49	NOV 20 2012	ISSUED FOR PERMITS
50	DEC 20 2012	ISSUED FOR PERMITS

**STEVESTON
HIGHWAY /
NO.6 ROAD
EXISTING CANAL**

SCALE: 1" = 50'
DATE: FEB. 13, 2013
DRAWN: JHW

FIG. 2



CNCL - 386

SITE PLAN
1" = 50'

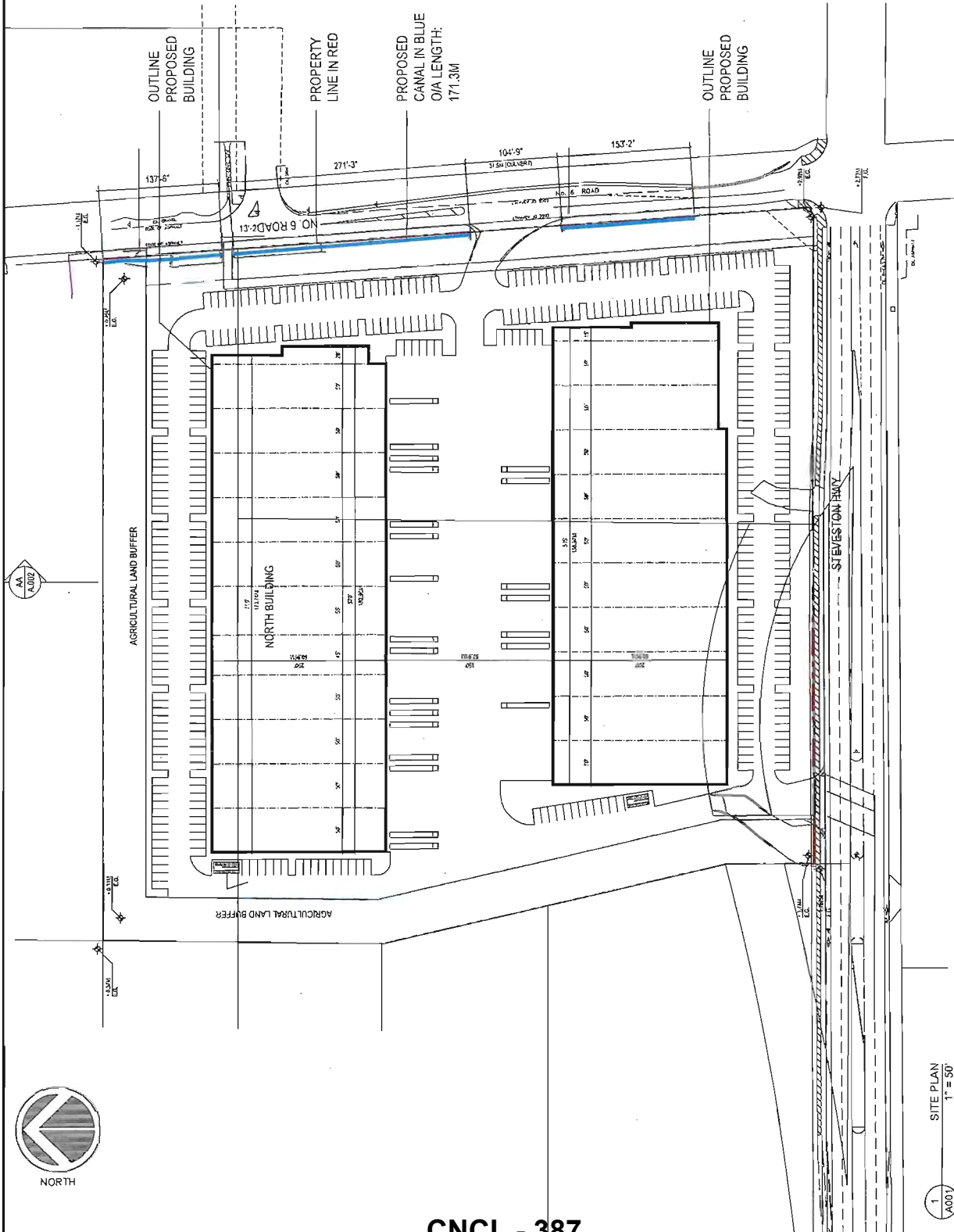
1
ADD



NORTH



CHRISTOPHER BOZYK ARCHITECTS LTD
PH: 416-494-0321 FAX: 416-494-0322
WWW.CBA-ARCHITECTS.COM



CNCL - 387

1 SITE PLAN
A001 1" = 50'

FIG. 3

12	DATE	11	REVISION	FOR	PLAN REVIEW
11	DATE	10	REVISION	FOR	PLAN REVIEW
10	DATE	09	REVISION	FOR	PLAN REVIEW
9	DATE	08	REVISION	FOR	PLAN REVIEW
8	DATE	07	REVISION	FOR	PLAN REVIEW
7	DATE	06	REVISION	FOR	PLAN REVIEW
6	DATE	05	REVISION	FOR	PLAN REVIEW
5	DATE	04	REVISION	FOR	PLAN REVIEW
4	DATE	03	REVISION	FOR	PLAN REVIEW
3	DATE	02	REVISION	FOR	PLAN REVIEW
2	DATE	01	REVISION	FOR	PLAN REVIEW
1	DATE	00	REVISION	FOR	PLAN REVIEW

DATE: FEB 11 10:00 AM '11

STEVESTON HIGHWAY / NO. 6 ROAD PROPOSED CANAL

PHOTOGRAPHS

Photo 1 Existing Vegetation

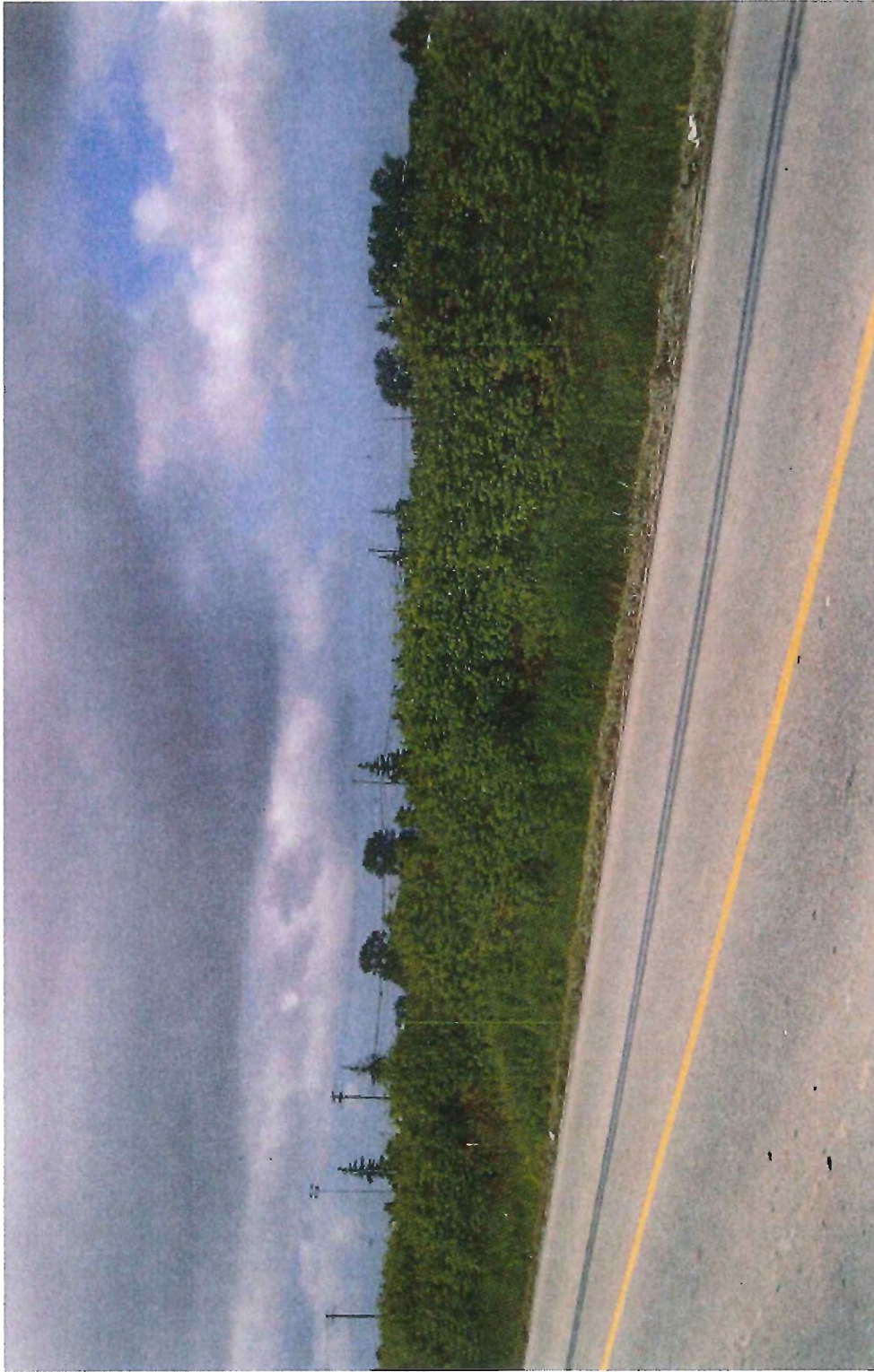


Photo 1: Existing Vegetation

APPENDIX A

TETRA TECH EBA'S GEOENVIRONMENTAL REPORT - GENERAL CONDITIONS

GENERAL CONDITIONS

GEOENVIRONMENTAL REPORT

This report incorporates and is subject to these "General Conditions".

1.0 USE OF REPORT AND OWNERSHIP

This report pertains to a specific site, a specific development, and a specific scope of work. It is not applicable to any other sites, nor should it be relied upon for types of development other than those to which it refers. Any variation from the site or proposed development would necessitate a supplementary investigation and assessment.

This report and the assessments and recommendations contained in it are intended for the sole use of Tetra Tech EBA's client. Tetra Tech EBA does not accept any responsibility for the accuracy of any of the data, the analysis or the recommendations contained or referenced in the report when the report is used or relied upon by any party other than Tetra Tech EBA's Client unless otherwise authorized in writing by Tetra Tech EBA. Any unauthorized use of the report is at the sole risk of the user.

This report is subject to copyright and shall not be reproduced either wholly or in part without the prior, written permission of Tetra Tech EBA. Additional copies of the report, if required, may be obtained upon request.

2.0 ALTERNATE REPORT FORMAT

Where Tetra Tech EBA submits both electronic file and hard copy versions of reports, drawings and other project-related documents and deliverables (collectively termed Tetra Tech EBA's instruments of professional service), only the signed and/or sealed versions shall be considered final and legally binding. The original signed and/or sealed version archived by Tetra Tech EBA shall be deemed to be the original for the Project.

Both electronic file and hard copy versions of Tetra Tech EBA's instruments of professional service shall not, under any circumstances, no matter who owns or uses them, be altered by any party except Tetra Tech EBA. The Client warrants that Tetra Tech EBA's instruments of professional service will be used only and exactly as submitted by Tetra Tech EBA.

Electronic files submitted by Tetra Tech EBA have been prepared and submitted using specific software and hardware systems. Tetra Tech EBA makes no representation about the compatibility of these files with the Client's current or future software and hardware systems.

3.0 NOTIFICATION OF AUTHORITIES

In certain instances, the discovery of hazardous substances or conditions and materials may require that regulatory agencies and other persons be informed and the client agrees that notification to such bodies or persons as required may be done by Tetra Tech EBA in its reasonably exercised discretion.

4.0 INFORMATION PROVIDED TO TETRA TECH EBA BY OTHERS

During the performance of the work and the preparation of the report, Tetra Tech EBA may rely on information provided by persons other than the Client. While Tetra Tech EBA endeavours to verify the accuracy of such information when instructed to do so by the Client, Tetra Tech EBA accepts no responsibility for the accuracy or the reliability of such information which may affect the report.

APPENDIX B

RMA DETAILED PLANTING PLAN

hapa

COLLABORATIVE

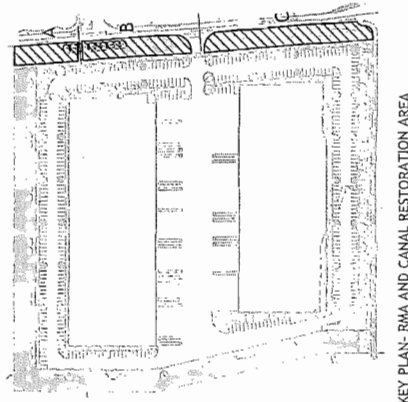
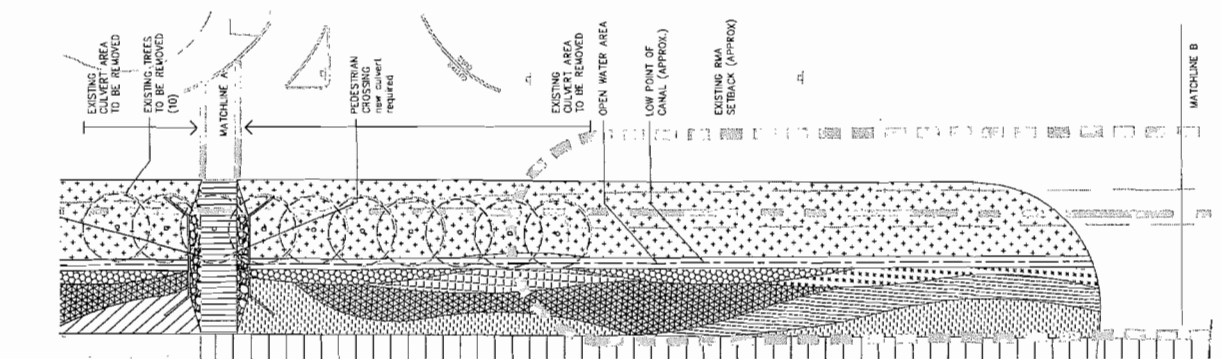
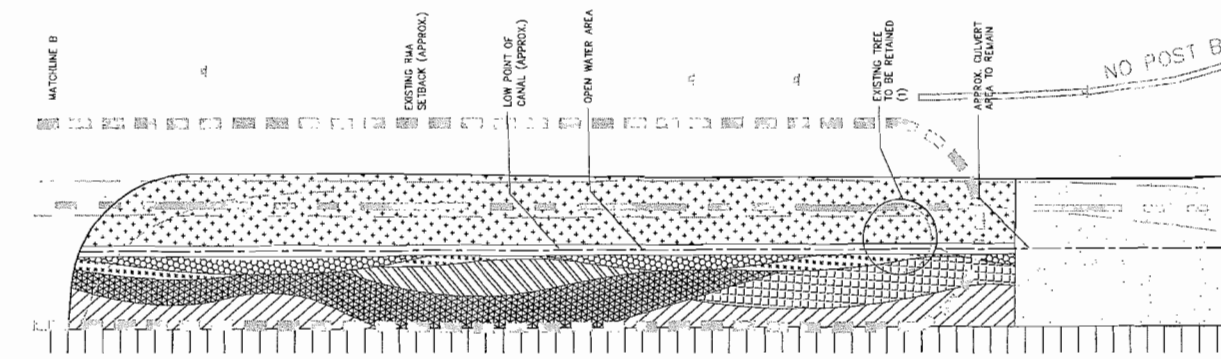
landscape architecture
environmental design
483 - 175 west 8th street
seattle wa 98104
(206) 467-1151
www.hapacollaborative.com

1	Revised	2/14/18	
2	ASIT	2/14/18	
3	AROMA (Revised) Issues	2/14/18	
4	Final Aerial Photo	2/14/18	
5	Final Details	2/14/18	
6	Final Details	2/14/18	
7	Final Details	2/14/18	
8	Final Details	2/14/18	

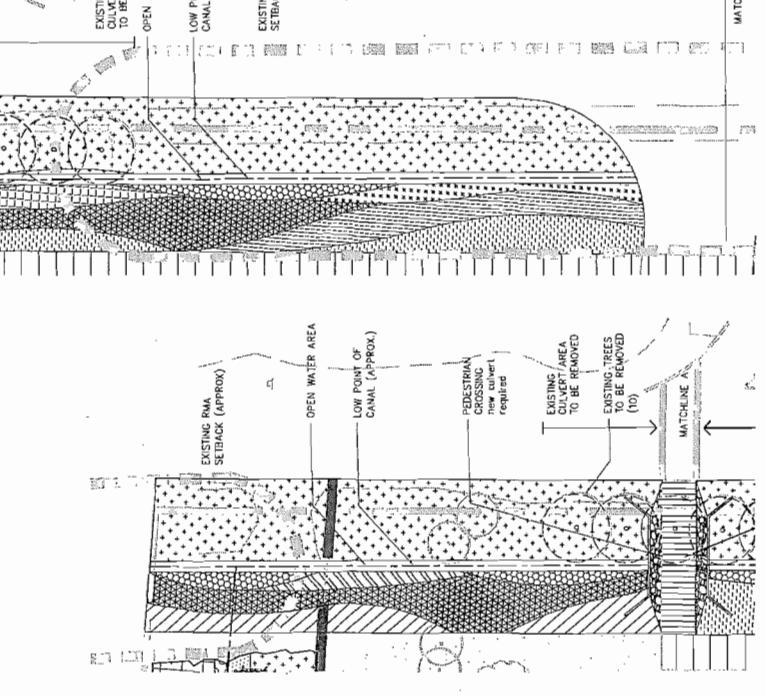
Steveston Hwy. &
No. 6 Rd.

RMA DETAILED PLANTING PLAN

Scale: 1" = 10'-0"
Drawing Number: **L1.4**



KEY PLAN- RMA AND CANAL RESTORATION AREA



RMA AND CANAL PLANTING PLAN DETAIL C

GENERAL LEGEND

PROPERTY LINE
AIR SETBACK
BIOSWALE/CANAL LOW POINT
PROPOSED EVERGREEN TREE
PROPOSED DECIDUOUS TREES
EXISTING TREE (TO BE RETAINED)
EXISTING TREE (TO BE REMOVED)

PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	NOTES
ALR PLANTING				
7m DBH	23	QUERCUS PALMARIS	PRE-DIALS	7m DBH (R)
2m DBH	28	QUERCUS ALBIDA	RICH PINE	2m DBH (R)
8m DBH	1	QUERCUS LAEVIS	STOCKY WHITE OAK	8m DBH (R)
10m DBH	33	TAXUS CANADENSIS	WESTERN REDWOOD	20m DBH (R)
PROPOSED	178	FRAXINO VIRGINICA	AMERICAN HICKORY	10 POT (10), 4 O.C.
PROPOSED	140	QUERCUS LAEVIS	STOCKY WHITE OAK	14 POT (14), 3 O.C.
PROPOSED	140	QUERCUS LAEVIS	STOCKY WHITE OAK	14 POT (14), 3 O.C.
PROPOSED	140	QUERCUS LAEVIS	STOCKY WHITE OAK	14 POT (14), 3 O.C.
PROPOSED	140	QUERCUS LAEVIS	STOCKY WHITE OAK	14 POT (14), 3 O.C.
PROPOSED	140	QUERCUS LAEVIS	STOCKY WHITE OAK	14 POT (14), 3 O.C.
PROPOSED	140	QUERCUS LAEVIS	STOCKY WHITE OAK	14 POT (14), 3 O.C.
PROPOSED	140	QUERCUS LAEVIS	STOCKY WHITE OAK	14 POT (14), 3 O.C.
PROPOSED	140	QUERCUS LAEVIS	STOCKY WHITE OAK	14 POT (14), 3 O.C.

CNCL - 393



Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and North of 13760 Steveston Highway

File No.: RZ 13-630280

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9211, the developer is required to complete the following:

Note: Rezoning Considerations for RZ 13-630280 include the following schedules:

Schedule A – Subdivision, Consolidation and Road Dedication Plan

1. Final Adoption of OCP Amendment Bylaw 9210.
2. Registration of the necessary legal plan(s) to the satisfaction of the City to achieve a consolidated development site based on the following terms:
 - a) Acquisition of City lands, including:
 - Final adoption of the road closure and removal of road dedication bylaw for a 2,081.1 sq. m portion of an unopened road allowance adjacent to and north of 13760 Steveston Highway (Schedule A).
 - Council approval of the sale of a 2,081.1 sq. m portion of an unopened road allowance adjacent to and north of 13760 Steveston Highway (Schedule A)
 - Council approval of the sale of a 1318.7 sq. m portion of 13760 Steveston Highway (Schedule A).
 - The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land (portion of 13760 Steveston Highway and portion of an unopened road allowance adjacent to and north of 13760 Steveston Highway), which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
 - b) Subdivision of a portion of 13760 Steveston Highway and a portion of the road allowance adjacent to and north of 13760 Steveston Highway.
 - c) Consolidation of the City lands with 13751 and 13851 Steveston Highway and 10651 No. 6 Road into one development parcel (Schedule A).
 - d) Road dedications, including 173.3 sq. m of land generally along the consolidated development site's Steveston Highway frontage (Schedule A).
3. Registration of a flood plain covenant on title of the consolidated site identifying a minimum habitable elevation of 3.0 m GSC.
4. Registration of a legal agreement on title of the consolidated development site indicating that the development is required to mitigate noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Regulation Bylaw 8856 and noise generated from rooftop heating, ventilation and air conditions units will comply with the City's Noise Regulation Bylaw 8856.
5. Registration of a legal agreement on title of the consolidated development site identifying that, for commercial vehicles over the weight/load limitations (5 tonnes) in place along No. 6 Road, southbound to westbound and eastbound to northbound turning movements at the No. 6 Road driveway access is not permitted (to prevent

commercial vehicles over the weight/load limitations on No. 6 Road from travelling to the development site from No. 6 Road, north of the driveway access location).

6. Registration of a legal agreement on title of the consolidated development site identifying that the subject site is not serviced by a City sanitary sewer system and the City will not permit the development site to be serviced by a City sanitary sewer system. This legal agreement will also identify that the development site is required to be serviced by a private sanitary sewer utility system, located on properties east of No. 6 Road (as per legal documents BX558923, BX558924 and BX 558925), which is required to be maintained and operated by the private utility provider and/or developer.
7. The applicant/developer is required to enter into an appropriate legal agreement with the City of Richmond for the purpose of locating, constructing, operating and maintaining private sanitary sewer infrastructure within a dedicated City road allowance. This legal agreement will also identify that the applicant/developer is required to build any works associated with the private sanitary sewer infrastructure within a dedicated road allowance as part of the Servicing Agreement application (required as a rezoning consideration for this application) to be approved by the City. All works are at the applicant's/developer's sole cost.
8. Registration of a legal agreement on title of the consolidated development site in regards to the Agricultural Land Reserve (ALR) landscape buffer that includes the following information and provisions:
 - a) Submission of a reference plan (prepared by a BC Land Surveyor), to be approved by City staff, outlining the area of the ALR landscape buffer.
 - b) Applicant/developer and future owner of the site must maintain the ALR landscape buffer, which cannot be abandoned or modified without prior approval from the City.
 - c) The ALR landscape buffer is for the purposes of mitigating against typical farm nuisance activities related to noise, dust and odour generated from the agricultural operation.
9. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
10. Public art installation participation in the City's Public Art Program in the amount of \$90,994 OR City acceptance of the developer's offer to voluntarily contribute the same amount to the City's Public Art Reserve Fund.
11. Enter into a Servicing Agreement* for the design and construction of the following works, at the applicants/developers sole cost, which include but may not be limited to:
 - a) Steveston Highway
 - Road widening from Palmberg Road to approximately 90 m west of the west property line of 13751 Steveston Highway to provide for the following in both east-bound and west-bound directions:
 - (a) Two traffic lanes (each lane at min. 3.5 m width).
 - (b) A minimum 1.65 m wide on-street bike lane and a 1.5 m wide gravel shoulder.
 - Widen the existing 1.5 m sidewalk to 3 m wide to provide a shared off-road pedestrian/cyclist pathway along the north side of Steveston Highway from No. 6 Road to Palmberg Road. The existing street trees and boulevard is to be maintained.
 - Provide a minimum 3.3 m wide east-bound to north-bound left turn lane, with a minimum storage of 35 m at the development site access along Steveston Highway, which will require modifications to the existing raised median.
 - On the north side of Steveston Highway, either provide an accessible bus landing pad and an accessible bus shelter or provide a voluntary contribution for the amount to implement the accessible bus landing pad and an accessible bus shelter in the future (construction costs and/or voluntary contribution shall not exceed \$25,000). The exact location of the accessible bus stop is subject to further consultation with Coast Mountain Bus Company.
 - b) No. 6 Road:
 - Provide a minimum 3.3 m wide north-bound to west-bound turn lane, with a minimum storage of 30 m at the development site access along No. 6 Road. All existing north-bound to south-bound traffic lanes are to be maintained. A 1 m wide shoulder on the east side is also to be provided. Due to the existing Riparian Management Area on the west side of No. 6 Road, all road widening should be accommodated on the east side of the road.

- Construct a 3 m wide off-road shared pedestrian/cyclist pathway along the entire No. 6 Road frontage (i.e., on-site and west of the existing RMA) that includes necessary lighting and appropriate protection (i.e. railing if deemed necessary) along the entire length of the pathway. Registration of a Public-Rights-of-Passage (PROP) Right-of-Way (ROW) will be required along the consolidated development site's No. 6 Road frontage, which will include and provide for the following:
 - (a) 3 m wide north-south running PROP ROW along the entire No. 6 Road frontage of the consolidated development site.
 - (b) 3 m wide east-west running PROP ROW to align with the proposed pedestrian crossing across No. 6 Road.
 - (c) Include any necessary PROP ROW to facilitate transitions and/or tie-ins to sidewalks and pathways in the area.
 - (d) Additional PROP ROW may be required and will be determined through the detailed Servicing Agreement design process for any supporting works and/or required pathway lighting.
 - (e) The location of the PROP ROW on the consolidated development site will be determined based on the detailed Servicing Agreement design process.
 - (f) Applicant/developer will be required to construct all works within the PROP ROW
 - (g) PROP ROW to allow for public access for pedestrians, cyclists, scooters, wheelchairs (motorized and non-motorized) and similar types of non-vehicle related means of transport).
 - (h) Maintenance of the surrounding landscaping outside of the PROP ROW along with general upkeep of the walkway within the PROP ROW (snow, ice and debris removal; walkway upkeep in a safe condition) is the responsibility of the owner and/or future industrial strata corporation.
 - (i) Within the PROP ROW, the City will be responsible to maintain and repair the hard surface walkway and pathway lighting, including access to undertake such works.
- Provide for an at-grade crosswalk signal with overhead downward lighting and associated equipment on the north side of the proposed site access (design to be finalized through the Servicing Agreement).
- Works related to modifying the existing Riparian Management Area and watercourse (including culvert removal and replacements) along the consolidated development site's No. 6 Road frontage and related compensation works as proposed in the applicant's environmental consultants proposed plan. New culverts will be owned and maintained by the property owner and require a permit as per the requirement of Bylaw 8441 (to be managed through the Servicing Agreement drawing review and approval process).
- Any design for works associated with private sanitary sewer infrastructure to cross the City's dedicated road allowance (No. 6 Road) must be approved by the City and included in the Servicing Agreement design submission.

c) General:

- Install a new water service connections (size to be determined) complete with meter and meter box along the Steveston Highway frontage.
- Install 2 new hydrants along the No. 6 Road frontage to accommodate hydrant spacing requirements.
- Install a sump and safety grill on the existing 600 mm storm culvert's inlet located approximately 40 m north of the south property line along the No. 6 Road frontage.
- Through the Servicing Agreement design process, provide a sediment and erosion control plan.
- Cut and cap the existing storm service connection and inspection chamber located approximately 28 m west of the east property line at the Steveston Highway frontage.
- Upgrade the existing storm sewer service connection and remove the existing inspection chamber located approximately 15 m west of the east property line at the Steveston Highway frontage.
- Provide additional statutory Right-of-Ways to accommodate new inspection chambers within the property to be determined through the Servicing Agreement design process.
- Provide additional statutory Right-of-Ways to accommodate City storm system infrastructure along the consolidated development site's No. 6 Road frontage, including but not limited to existing open portions of the RMA canal/watercourse, portions of the canal/watercourse to be daylighted and any related City

Initial: _____

works and infrastructure. The location and extent of the statutory Right-of-Ways will be determined through the Servicing Agreement design process.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Submit a landscape bond/security based on the cost estimate (to be prepared by a professional landscape architect) of the final approved landscape plan that will generally include, but may not be limited to the following:
 - a) ALR buffer, along the site's north and west edges.
 - b) On-site landscape treatment along the consolidated development site's Steveston Highway and No. 6 Road frontage, generally between the off-street parking and public roads.
 - c) Compensation/enhancement plantings associated with the RMA along No. 6 Road, based on plans to be approved by City staff.
2. Other items may be identified through review of the development permit application.

Prior to Building Permit Issuance, the developer must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Registration of a legal agreement on title of the consolidated development site in favour of the City to indicate that the owner shall maintain any storm water management works, landscaping features and structural elements supporting such features, permeable pavers and asphalt, and bioswale in accordance with generally accepted building, landscaping and engineering maintenance practices so that the design volume of the storm water run-off from the site will, in perpetuity or until redevelopment, not be exceeded.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends

that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

- Signed Copy on File -

Signed _____

Date _____



RZ 13-630280

Attachment C

Address: 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and North of 13760 Steveston Highway

Applicant: Steveston No. 6 Road LP

	Existing	Proposed
Owner:	0767606 B.C Ltd., Inc. No. 0767606	To be determined
Site Size (m²):	Combined lots (including City lands) – Approximately 58,053 m ²	Consolidated net site area – Approximately 57,880 m ²
Land Uses:	Vacant site	Light industrial business park, limited accessory retail and supporting off-street parking and loading areas
OCP Designation:	Commercial and Industrial	Mixed Employment
Zoning:	Entertainment & Athletics(CEA) Light Industrial (IL) Agriculture (AG1)	Light Industrial and Limited Accessory Retail (ZI12) – Proposed new zone
Other Designations:	5 m Riparian Management Area (RMA) along No. 6 Road	Modifications and enhancements to the RMA in accordance with the environmental consultant's recommendations.

On Future Subdivided Lots	Proposed New Zoning District	Proposed	Variance
Floor Area Ratio:	Max. 0.75	0.39	none permitted
Lot Coverage – Building:	Max. 60%	35%	none
Lot Size (Area):	Min 5 ha (50,000 m ²)	5.78 ha (57,880 m ²)	none
Setback – Public Roads (m):	Min. 3 m	Approx. 30 m along Steveston Highway and No. 6 Road	none
Setback – North & West Yard (m):	Not Applicable	Approximately 30 m	none
Height (m):	12 m	12 m	none
Off-street Parking Spaces – Permitted Uses (Industrial)	1 space required per 100 m ² of general industrial use (203 stalls required)	304 stalls	none
Off-street Parking Spaces – Limited Accessory Retail	4 spaces required per 100 m ² of gross leasable floor area (94 stalls required for retail)	94 stalls	none
Off-street Parking Spaces (primary industrial use plus accessory retail) – Total:	297	398	none



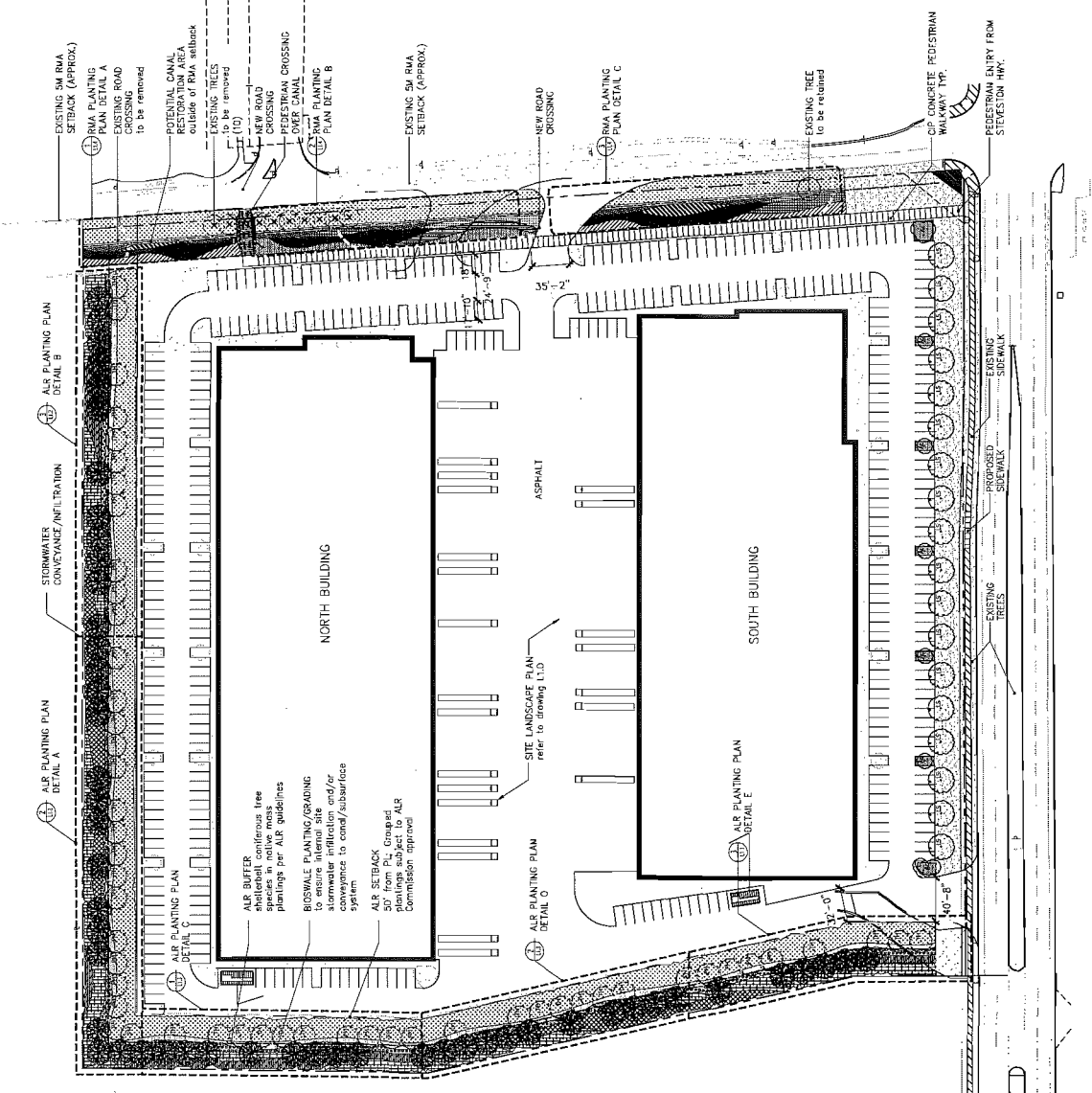
GENERAL LEGEND

- PROPERTY LINE
- ALR SETBACK
- EXISTING SW RMA SETBACK (APPROX.)
- BIOSWALE/CANAL LOW POINT
- PROPOSED EVERGREEN TREE
- PROPOSED DECIDUOUS TREE
- EXISTING TREE (TO BE RETAINED)
- EXISTING TREE (TO BE REMOVED)

NOTE ON TREE REMOVAL/REPLACEMENT:
 A TOTAL OF TEN (10) TREES ARE PROPOSED TO BE REMOVED TO CLARIFY THE PROPOSED DRIVEWAY NORTH OF DRIVEWAY. THESE TREE REMOVALS ARE SUBJECT TO THE OFFSET BY OVER 100 NEW TREES PLANTED ON SITE.

PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	NOTES
ALR PLANTINGS				
TR	31	QUERCUS PALAUSTRIS	PN OAK	7m CHL
AG	29	ACER GABRIM VAR. DOUGLASHI	DOUGLAS MAPLE	2m HT. (N)
PM	19	PSUDOTSUGA MENZESII	DOUGLAS FIR	2m HT. (N)
TH	33	TSUGA HETEROPHYLLA	WESTERN HEMLOCK	2m HT. (N)
SHRUBS				
PC	338	PHYSOCARPUS CARPATIUS	PACIFIC NINEBARK	#5 POT. (N), 4' O.C.
RS	840	RIEBS SANGUINEUS	FLOWERING CURRENT	#5 POT. (N), 3' O.C.
SB	608	SAMPHOUCAS ALBUS	SALEBERRY	#5 POT. (N), 3' O.C.
SH	130	SAUK HOOKERIANA	HOKER'S HULLOW	#5 POT. (N), 3' O.C.
SR	103	SAMBUCUS RACEMOSA	RED ELDERBERRY	#5 POT. (N), 3' O.C.
GRASSES				
CR	1,127/1*	CAREX LYMBEII	LYMBEY'S SEDGE	SEED MIX
JD	688/1*	JUNCUS BALTICUS	BALTIC RUSH	SEED MIX
JN	72/27/1*	JUNCEUS CALOPTOSA	BLUJONIT	SEED MIX
RMA AND CANAL RESTORATION PLANTINGS				
SR	97	REGIA NUTKANNA	NODDYA ROSE	#2 POT. (N), 4' O.C.
CS	135	CORNUS STOLONIFERA	RED OSER DOGWOOD	#2 POT. (N), 4' O.C.
ED	40	EGGERROSIA HICKERBERRY	EGGERROSIA HICKERBERRY	#2 POT. (N), 3' O.C.
SH	440	VACCINIUM OXALEM	HOKER'S HULLOW	#2 POT. (N), 3' O.C.
SH	130	SAUK HOOKERIANA	HOKER'S HULLOW	#2 POT. (N), 3' O.C.
SR	103	SAMBUCUS RACEMOSA	RED ELDERBERRY	#2 POT. (N), 3' O.C.
GRASSES				
CR	1,127/1*	CAREX LYMBEII	LYMBEY'S SEDGE	SEED MIX
JD	688/1*	JUNCUS BALTICUS	BALTIC RUSH	SEED MIX
JN	72/27/1*	JUNCEUS CALOPTOSA	BLUJONIT	SEED MIX
LANDSCAPE AMENITY PLANTINGS (FOR INFORMATION ONLY)				
LS		LIQUIDAMBAR STRACIOLIA	SWEETGUM	
SC		STRAX JAPONICUS	JAPANESE SNOWBELL	
SJ		SKIMMIA JAPONICA	SKIMMIA JAPONICA	
RS		REGIA NUTKANNA	NODDYA ROSE	
RO		REGIA NUTKANNA	NODDYA ROSE	
CK		CORNUS SERICEA 'SANT'	RED OSER DOGWOOD	
SD		SPRAEA DOUGLASHI	HARBURCK	
ST		STAPHANANERVA	STAPHANANERVA	
TJ		TJUR		

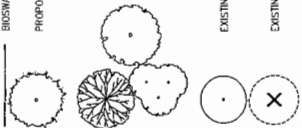


No.	Description	Date
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3	REVISED PER ALR	08/14/17
4	REVISED PER ALR	08/14/17
5	REVISED PER ALR	08/14/17
6	REVISED PER ALR	08/14/17
7	REVISED PER ALR	08/14/17
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15	REVISED PER ALR	08/14/17
16	REVISED PER ALR	08/14/17
17	REVISED PER ALR	08/14/17
18	REVISED PER ALR	08/14/17
19	REVISED PER ALR	08/14/17
20	REVISED PER ALR	08/14/17

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GENERAL LEGEND

- PROPERTY LINE
- ALR SETBACK
- EXISTING SW RMA SETBACK (APPROX.)
- BOSWALE/CANAL LOW POINT
- PROPOSED EVERGREEN TREE



NOTE ON TREE REMOVAL/REPLACEMENT:
 A TOTAL OF TEN (10) TREES ARE TO BE REMOVED TO ACCOMMODATE DRAINAGE OF CULVERTY ALONG EAST EDGE OF SITE. REMOVAL OF EXISTING TREES TO BE OFFSET BY OVER 150 NEW TREES PLANTED ON SITE.

PLANT LIST

NET CITY	BOTANICAL NAME	COMMON NAME	NOTES
ALR PLANTINGS			
23	QUERCUS PALustris	PN OAK	7m Ht. (N)
29	ACEP GLABRUM VAR. DOUGLASSI	DOUGLAS MARLE	2m Ht. (N)
19	PSEUDOTSUGA MENZIESI	DOUGLAS FIR	2m Ht. (N)
33	TSUGA HETEROPHYLLA	WESTERN HEMLOCK	2m Ht. (N)
358	PHYSCARPUS CAPITATUS	PACIFIC INNEBARK	#5 POT (N), 4' O.C.
840	SIBES SANGUINEUM	FLOWERING CURRENT	#2 POT (N), 3' O.C.
841	SPARGANGLIUM ALBIS	SNOWBRUSH	#5 POT (N), 3' O.C.
1649	MAHONIA AQUIFOLIUM	OREGON GRAPE	#5 POT (N), 3' O.C.
GRASSES:			SEED MIX
IN 2862241.01*	HYDROSSED NATIVE GRASSMIX		
	CALAMAGROSTIS CANADENSIS	BLUE-JOINT	
	TRITICUM SPITUOSA	BLUE WIDRICE	
	ELIMUS GAUCUS	WESTERN FESCUE	

CNCL 403

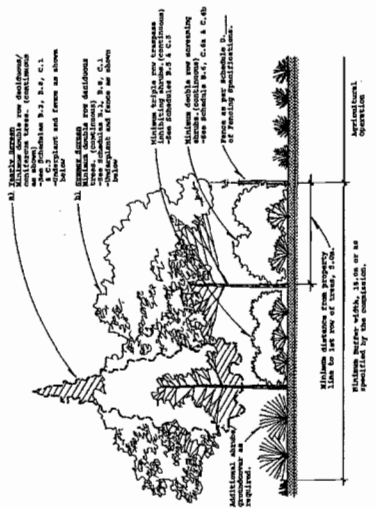
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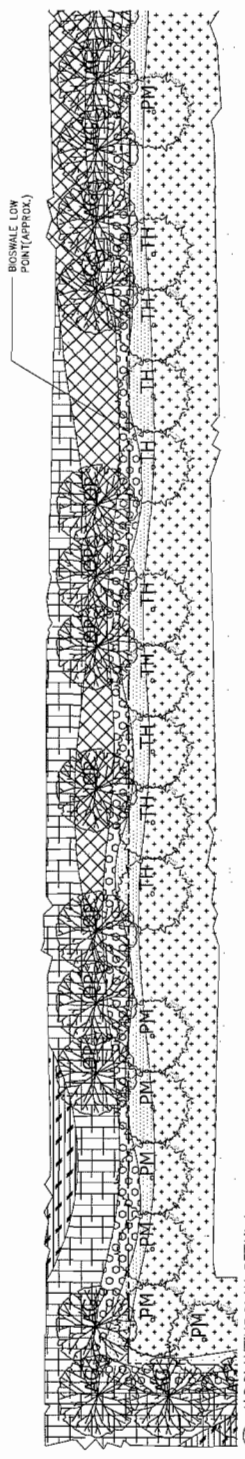
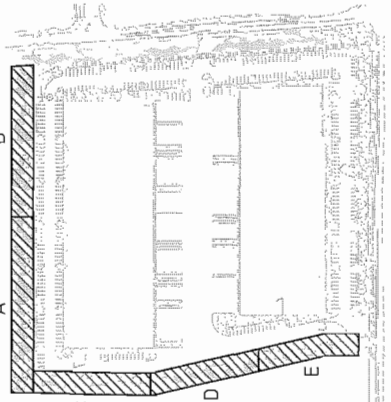
Steveston Hwy. &
 No. 6 Rd.

ALR DETAILED PLANTING PLAN

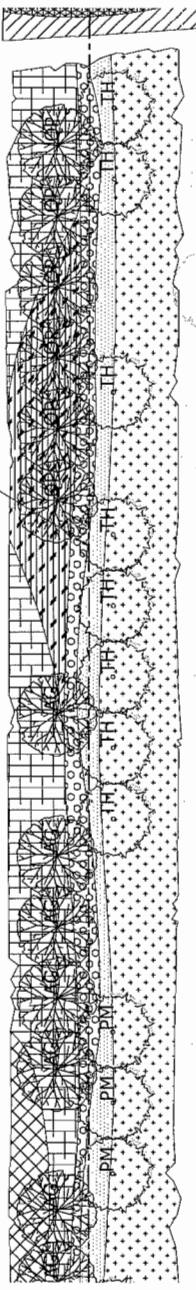
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Sheet:	1.1.2	Client:	111 1st St S



1. ALR BUFFER GUIDELINES (FOR REFERENCE ONLY)
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2. ALR PLANTING PLAN DETAIL A
 1:3 1/8"=1'-0"



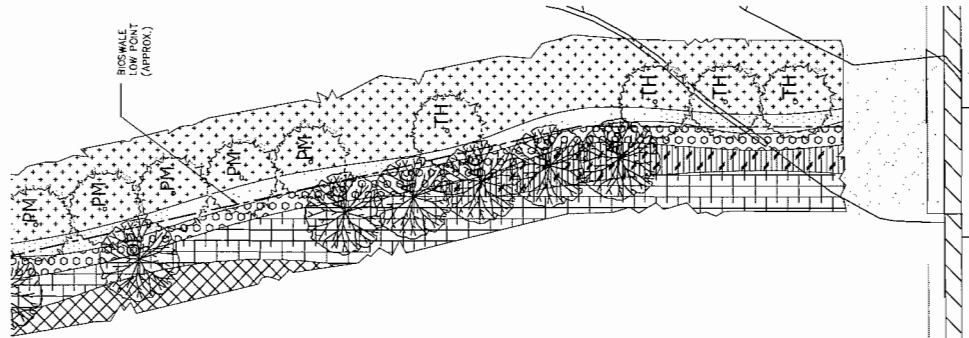
3. ALR PLANTING PLAN DETAIL B
 1:3 1/8"=1'-0"

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3	BY	AS NOTED
4	DATE	2013.08.08
5	BY	AS NOTED
6	DATE	2013.08.08
7	BY	AS NOTED
8	DATE	2013.08.08
9	BY	AS NOTED
10	DATE	2013.08.08
11	BY	AS NOTED
12	DATE	2013.08.08
13	BY	AS NOTED
14	DATE	2013.08.08
15	BY	AS NOTED

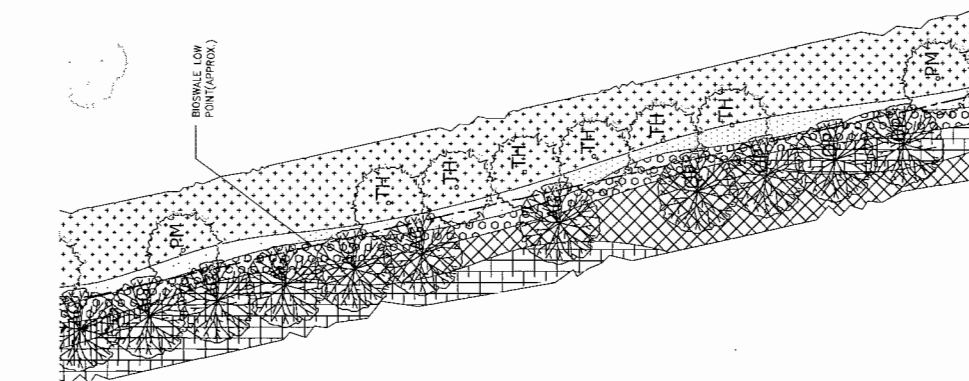
Stevenson Hwy. &
No. 6 Rd.

ALR DETAILED
PLANTING PLAN

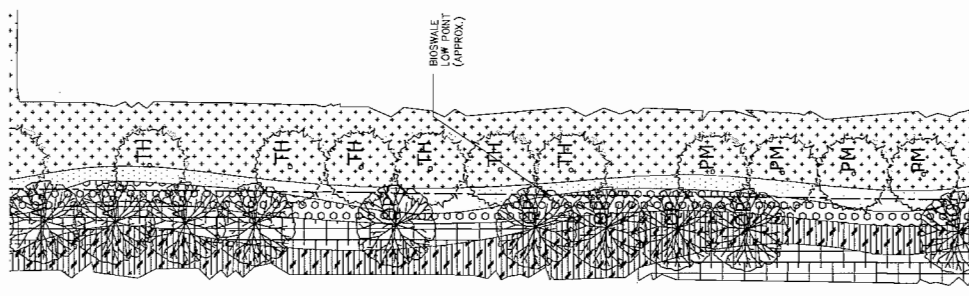
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Project No.	2013002	Checked by	AS NOTED
Date	AS NOTED	Approved by	AS NOTED
Revision	1.1.3		



3 ALR PLANTING PLAN DETAIL E
1/8" = 1'-0"



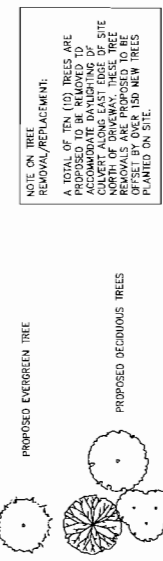
2 ALR PLANTING PLAN DETAIL D
1/8" = 1'-0"



1 ALR PLANTING PLAN DETAIL C
1/8" = 1'-0"

GENERAL LEGEND

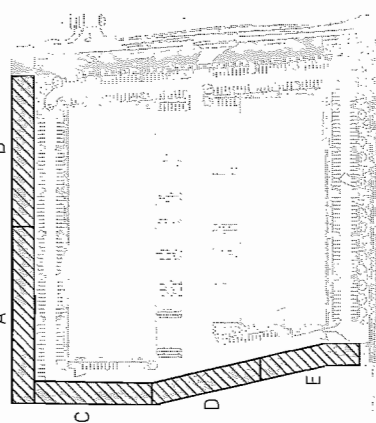
- PROPERTY LINE
- ALR SETBACK
- EXISTING 5M RMA SETBACK (APPROX.)
- BIOSWALE/CANAL LOW POINT
- PROPOSED EVERGREEN TREE
- PROPOSED DECIDUOUS TREES
- EXISTING TREE (TO BE RETAINED)
- EXISTING TREE (TO BE REMOVED)



NOTE ON TREE REMOVAL/REPLACEMENT:
A TOTAL OF TEN (10) TREES ARE PROPOSED TO BE REMOVED TO ACCOMMODATE THE PROPOSED DRIVEWAY. THESE TREES ARE TO BE REMOVED TO THE OFFSET BY OVER 150' NEAR TREES PLANTED ON SITE.

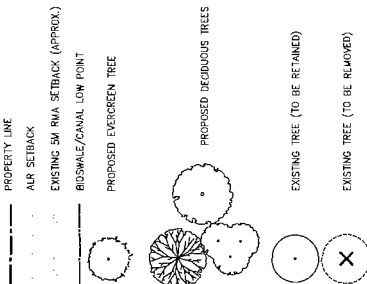
PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	NOTES
TREES	23	QUERCUS PALMARIS	PN OAK	7cm O.D.
AC	20	ACER GLABRUM VAR. DOUGLASSII	DOUGLASS MAPLE	2m Ht., (N)
PM	18	PSEUDOTSUGA MERTZENSIS	DOUGLASS FIR	2m Ht., (N)
TH	33	TSUGA HETEROPHYLLA	WESTERN HEMLOCK	2m Ht., (N)
SUBS	258	PHYSOCARPUS CAPRATUS	PACIFIC NINEBARK	#5 POT. (N), 4 D.C.
FR	800	RIBES SANGUINEUM	FLOWERING CURRANT	#2 POT. (N), 3 D.C.
SP	400	STAPHYLEA TRIFOLIATA	SHRUB DOGWOOD	#5 POT. (N), 3 D.C.
GR	1649	MAHONIA AQUIFOLIUM	SHRUB DOGWOOD	#5 POT. (N), 3 D.C.
GRASSES		HYPOCHOERIS GLAUCA	GRASSMCK	SEED MIX
		CALAMAGRISTIS CANADENSIS	BLUEJOINT	
		DESISSCHIMIA CAESPITOSA	BLITTED WILLOW	
		FESTUCA OCCIDENTALIS	WESTERN FESCUE	
		FESTUCA RUBRA	RED FESCUE	
		POA AMPLA	BIG BLUEGRASS	



KEY PLAN - ALR AREA

GENERAL LEGEND



NOTE ON TREE REMOVAL/REPLACEMENT:
A TOTAL OF TEN (10) TREES ARE TO BE REMOVED TO ACCOMMODATE DOWNSIZING OF CULVERT ALONG EAST EDGE OF SITE AND TO PROVIDE SETBACKS. TREE REMOVALS ARE PROPOSED TO BE OFFSET BY OVER 150' NEW TREES PLANTED ON SITE.

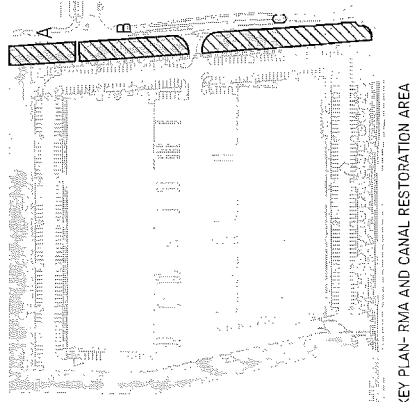
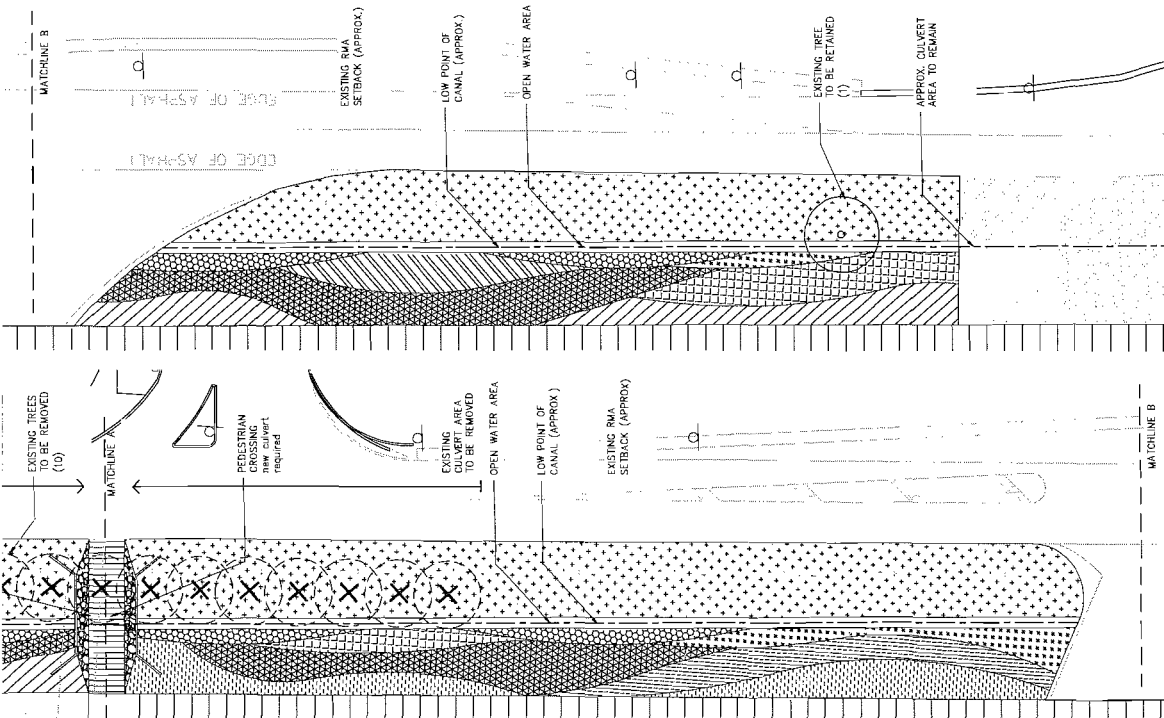
PLANT LIST

KEY: QTY BOTANICAL NAME COMMON NAME NOTES

KEY	QTY	BOTANICAL NAME	COMMON NAME	NOTES
PH	1	PAONIA	PAONIA	
PR	1	PRUNUS	PRUNUS	
SH	1	SHRUB	SHRUB	
SP	1	SPRING	SPRING	
ST	1	STEM	STEM	
TR	1	TREE	TREE	
GR	1	GRASS	GRASS	
FL	1	FLOWER	FLOWER	
FR	1	FRUIT	FRUIT	
LN	1	LEAF	LEAF	
SE	1	SEED	SEED	

RMA AND CANAL RESTORATION PLANTINGS

SHRUBS	75	ROSA HUTCHIANA	ROSA	
SHRUBS	75	SPINEA DUNGLASII	SPINEA	
SHRUBS	440	VACCINIUM OVATIM	VACCINIUM	
SHRUBS	130	SALIX HOOKERIANA	SALIX	
SHRUBS	100	SAMBUCUS RACEMOSA	SAMBUCUS	
GRASSES	1,237/1'	GAREX LINGREI	GAREX	
GRASSES	1,237/1'	HYDRANGEA NIVEA	HYDRANGEA	
GRASSES	1,237/1'	CALAMAGROSTIS CANADENSIS	CALAMAGROSTIS	
GRASSES	1,237/1'	ELYMUS GLABRUS	ELYMUS	
GRASSES	1,237/1'	FESTUCA OCCIDENTALIS	FESTUCA	
GRASSES	1,237/1'	FESTUCA RUBRA	FESTUCA	
GRASSES	1,237/1'	Poa ANPILA	POA	



KEY PLAN- RMA AND CANAL RESTORATION AREA

RMA AND CANAL PLANTING PLAN DETAIL A
RMA AND CANAL PLANTING PLAN DETAIL B
RMA AND CANAL PLANTING PLAN DETAIL C

No.	Description	Date
1	REVISION	08/15/17
2	REVISION	08/15/17
3	REVISION	08/15/17
4	REVISION	08/15/17
5	REVISION	08/15/17
6	REVISION	08/15/17
7	REVISION	08/15/17
8	REVISION	08/15/17
9	REVISION	08/15/17
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13	REVISION	08/15/17
14	REVISION	08/15/17
15	REVISION	08/15/17
16	REVISION	08/15/17
17	REVISION	08/15/17
18	REVISION	08/15/17
19	REVISION	08/15/17
20	REVISION	08/15/17

STEVENSON HWY. & NO. 6 RD.

RMA DETAILED PLANTING PLAN



April 15th, 2015

VIA MAIL & E-MAIL

Mr. Kevin Eng
Policy Planning
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mr. Eng:

**Re: Proposed OCP Amendment and Rezoning
13760 Steveston Highway**

Thank you for the opportunity to comment on the proposed OCP Amendment and Rezoning at 13760 Steveston Highway in Richmond. We understand that the proposal by Ledcor was referred back to City staff by the Planning Committee for additional input on the subject of potential port-related uses for the site.

The proposal to re-designate the properties from Commercial and Industrial to Mixed Employment raises some concern to Port Metro Vancouver. As you are aware, the Metro Vancouver region is experiencing significant pressure on the existing industrial land base. Industrial lands continue to be lost to other uses, which has a negative effect on employment and the competitive trade economy of the region and the country. In addition, market take-up of the available stock of industrial land continues to reduce the supply to support future growth. Estimates suggest the region has an inventory of market-ready industrial land only adequate for about 8-15 years.

Port Metro Vancouver supports the preservation of industrial lands of all types wherever possible, throughout the region, and in particular strongly support trade-related industrial and logistics uses for lands that have good access to transportation routes and corridors, and are in close proximity to established industrial areas.

We would also recommend that the site development criteria, such as setbacks, building square footage and site coverage, allow for maximum utilization of the property for the primary use, and restrict or eliminate accessory retail/commercial-type activities that further erode the available supply of industrial building square footage. This would be consistent with the work of Port Metro Vancouver and Metro Vancouver to pursue ways to intensify the use of industrial sites to help address the land supply problem.

The proposal to rezone the site to "Light Industrial and Limited Accessory Retail – Riverport", allows for a range of light/small unit industrial and other activities. We support the consideration of industrial uses on the site, however, given the excellent road access, its close proximity to the Fraser Wharves property immediately to the south and to the Fraser Richmond port lands in general, as well as the shortage of alternative sites with these attributes, we would suggest the zoning and use of the site be better focused on larger format trade-related industrial and logistics uses, such as the Option 3 proposal prepared by Ledcor. This would help to counteract the loss of good quality industrial sites elsewhere, and would take advantage of the natural synergies with the other industrial properties located nearby. Such use would also support the largest economic sector in Richmond, per the actions identified in the Richmond Resilient Economy Strategy of 2014.

In the future, Port Metro Vancouver intends to pursue development of a water-oriented marine terminal at the Fraser Wharves property immediately across Steveston Highway. Trade-related industrial uses on the 13760 Steveston Highway site would be compatible with the eventual use of the Fraser Wharves property.

We appreciate the opportunity to comment on this and other proposed developments in the vicinity of the port. Should you have any questions on the above, please contact me at (604) 665-9378.

Sincerely,

PORT METRO VANCOUVER



Timothy Blair
Senior Planner

cc: Tom Corsie, Port Metro Vancouver
Lilian Chau, Port Metro Vancouver
Naomi Horsford, Port Metro Vancouver



Ledcor Properties Inc
1200, 1067 West Cordova Street,
Vancouver, British Columbia, Canada
V6C 1C7

May 8, 2015

Mr. Kevin Eng
Policy Planning
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mr. Eng:

Re: Port Metro Vancouver Letter regarding our proposed Rezoning for Steveston & No. 6

Thank you for forwarding a copy of Port Metro Vancouver's letter dated April 15th, 2015 regarding the proposed OCP Amendment and Rezoning of our site located at Steveston & No. 6 in Richmond. This letter was generated as a response to the City of Richmond's request for Port Metro Vancouver (PMV) to provide additional input on the proposed Rezoning.

PMV makes three main points in their letter:

1. **PMV supports the preservation of industrial land throughout the region wherever possible.** Our proposal will amend the current Entertainment and Athletics (CEA) use on the site to Light Industrial, which goes beyond preservation of Industrial land to actual creation of Industrial land.
2. **PMV would like our site to be able to accommodate large format trade-related industrial and logistics uses.** Our proposed Rezoning accommodates this type of use. The "Option 3" referred to by PMV is an example of a preliminary site plan for a large format logistics facility that fits within the parameters of the proposed Rezoning and meets all the requirements of the proposed Rezoning Considerations. This may well be the ultimate form of development for the site, but market conditions that support the viability of development on the site should prevail.
3. **PMV suggest that the site development criteria, such as setbacks, building square footage and site coverage allow for maximum utilization of the site for the primary use.** To accomplish this, perhaps Council could provide Staff with discretion on these items at the time of the ALR DP application based on the ultimate form of development.

We would like to respond to some of the more specific comments in the PMV letter.

1. We feel that the statement that properties are being re-designated from Commercial and Industrial to Mixed Employment could be somewhat misleading without providing further context. Our Property, approximately 13.6 acres, is entirely designated Commercial in the OCP. The only portion of the land in the proposed Rezoning that is designated Industrial in the OCP is land currently owned by the City (approximately 0.8 acres) that we will be acquiring as part of the Rezoning process. The City land is currently comprised of a portion of a road allowance, and a portion of Steveston Highway. This land would be undevelopable in its current state and would be lost industrial land without this Rezoning.



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2. We do not feel that the characterization of Mixed Employment being drastically different from Light Industrial to be accurate in the context of our particular Rezoning. In the OCP, Mixed Employment is defined as “those areas of the City where the principal uses are industrial and stand-alone office development, with a limited range of support services...” In the case of our Rezoning, stand-alone office is not a permitted use, and therefore, the principal use is Industrial.
3. The proposed new zoning for our site to Light Industrial and Limited Accessory Retail – Riverport (Z112) would provide the ability to include up to a maximum of 2,350 square meters of accessory retail for the entire site, with no individual accessory retail space being greater than 186 square meters. This inclusion of a limited amount of accessory retail in this Rezoning application was based on recommendations obtained through market research and consultation with the real estate community as being desirable for some potential users, particularly local businesses. While the accessory retail use may be attractive for some users, it is highly unlikely that all users will have accessory retail. We feel that Staff have already placed sufficient controls within the zoning language to limit the actual amount of accessory retail to be significantly less than 10%. We feel that this limitation should more than satisfy PMV’s desire to “restrict or eliminate accessory retail/commercial-type activities...”

After reviewing the comments from PMV, our proposed Rezoning of this site meets all of their stated objectives, while at the same time accommodating potential needs of the broader Light Industrial market in Richmond.

In addition to the points above that are in specific response to the PMV letter, we feel that it is important to **also mention the following.**

1. In the fall of 2013, we had discussions with PMV to help us understand their plans for their property across Steveston Highway from our site and whether or not our site may be of interest to PMV. At that time we understood that PMV’s focus was on expanding land holdings along the riverfront and because our site was discontinuous with their land, non-waterfront, and located across Steveston Highway from their lands it did not suit their needs. Should this have now changed, our proposed zoning will allow for the uses preferred by PMV and we are open to considering any market viable proposals for Port related and/or supporting uses on our site. That said, PMV has made no mention of any interest on their part to be a possible tenant, occupier or user of our site.
2. While our proposed re-zoning will allow for a variety of uses and built forms, the concept plan included in our re-zoning application was derived based on extensive market research through our advisors with regards to the highest and best use for this site. This research done almost 18 months ago is currently being proven out in the marketplace, as strata bay forms of light industrial development are currently in high demand. Ultimately, however, the market conditions that are present when the re-zoning of our property is completed will play a large



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role in determining the ultimate end user(s) of this site. The ability to react to these future market conditions within the context of the proposed light industrial zoning with limited accessory retail is vital for preserving the economic viability of our proposed development.

3. By maintaining the light industrial with limited accessory retail zone as proposed, the financial viability of the development is maintained and economic activity from the site will be generated more quickly than by limiting the site to only one form of light industrial activity as suggested by PMV. Since the fall of 2013 we have only had one inquiry with regards to a potential large format distribution use on our site (ultimately our site was not considered large enough for this user), whereas we have had multiple inquiries for other light industrial uses that would be permitted under our proposed re-zoning.

4. The proposed rezoning has the potential to increase employment because of the broad range of permitted uses and the variety of end users that may be attracted to the property. This is in contrast to a large format distribution center which could have limited staff, and has the potential for operational automation. In addition, the proposed rezoning also allows existing Richmond-based industrial businesses an opportunity to relocate/expand/downsize within Richmond vs relocating to other jurisdictions.

Thank you for the opportunity to respond to PMV's comments regarding our proposed development. While we appreciate that PMV may have a preference for one particular form of development for our site, our proposed re-zoning supports all of PMV's stated objectives without excluding the objectives of other equally important potential users of light industrial land in Richmond.

Yours Truly,

On behalf of Steveston No. 6 LP

A handwritten signature in black ink that reads "Paul Woodward".

Paul Woodward
Senior Vice President, Development and Construction
Ledcor Properties Inc.
1200, 1067 West Cordova Street, Vancouver, BC V6C 1C7
p 604-699-2851
www.ledcor.com

FORWARD. TOGETHER.



May 6, 2015
PN: 4805-03

Kevin Eng
Planner, Policy Planning Division
City of Richmond
6911 No.3 Road
Richmond, BC
V6Y 2C1

Dear Kevin:

Re: Steveston Highway & No.6 Road Proposed Development – Traffic Considerations

The purpose of this letter is to provide a response to the traffic issues identified at the City of Richmond Planning Committee meeting on February 17, 2015. These issues are as follows:

- What would be the comparative traffic impact of development on the subject site under the existing CEA (Entertainment & Athletics), IL (Light Industrial), and AG1 (Agricultural) Zoning at different traffic periods of the day?
- What is the anticipated traffic impact of the proposed development to traffic operations on the Steveston Highway overpass crossing of Highway 99?
- Is a new road connection to the existing Rice Mill Road south of Steveston Highway feasible and would this improve traffic conditions in the area?

1. TRAFFIC IMPACT ANALYSIS

A light industrial development is proposed for a presently vacant 14 acre parcel located in the northwest quadrant of the intersection of Steveston Highway and No.6 Road in Richmond. The development floor area would be approximately 255,000 square feet. The proposed zoning would also permit limited accessory retail use with no more than 10% of the overall floor area (25,000 square feet) for this commercial use and with no single commercial use component exceeding 2,000 square feet.

A comprehensive traffic impact analysis of the proposed development was undertaken by Bunt & Associates and summarized in a Traffic Impact Analysis (TIA) report document dated May 7, 2014 along with Addendum Reports in June 2014 and October 2014. This material has been reviewed and accepted by City of Richmond Transportation staff.

Bunt & Associates Engineering (BC) Ltd.

Suite 1550 – 1050 West Pender Street, Vancouver, BC V6E 3S7 Tel 604 685 6427 Fax 604 685 6579

Vancouver Victoria Calgary Edmonton www.bunteng.com

CNCL - 411

1.1 Existing Conditions

The intersection of No.6 Road and Steveston Highway adjacent the proposed development site presently operates well within capacity (22% of capacity during the weekday morning peak traffic period and at 42% of capacity during the weekday afternoon peak period) and very satisfactory Level of Service (LOS) B traffic conditions both morning and afternoon. The nearby intersection of No.6 Road and Triangle Road also presently operates well within capacity (12-15% of capacity) during peak traffic periods and at a LOS B traffic condition both morning and afternoon.

On Steveston Highway, the intersection with Sidaway Road was determined to operate at 20% of capacity (LOS B) during the weekday morning period and at 42% of capacity (LOS C) during the weekday afternoon period. No traffic analysis was conducted for the intersection of No.6 Road with Palmberg Road as this route operates as a cul-de-sac street with minimal traffic loads.

Bunt & Associates also reviewed previous traffic analysis work for the Steveston Highway interchange on Highway 99 which identified LOS B to LOS E traffic operations at the ramp junction intersections for the weekday morning and afternoon peak traffic periods.

As part of Bunt & Associates' review of area traffic operations we identified in our report the presence of up to 250 vehicles per hour during the weekday afternoon peak period passing through the study area using either No. 6 Road or Sidaway Road to avoid the long southbound queues on Highway 99 leading to the Steveston Interchange and the Massey Tunnel. During the weekday morning peak period the volume of pass through traffic avoiding queues on southbound Highway 99 is estimated to be approximately 100 vehicles per hour. This same bypass traffic adds to the left-turn volume returning back onto southbound Highway 99 at the ramp junction intersection on the east side of the Steveston Highway interchange, which in turn occasionally backs up and interferes with westbound through traffic on the overpass.

The traffic operations issues identified above for the Steveston Highway interchange with Highway 99 will be addressed with the major interchange upgrades to occur with the planned new Massey Bridge improvement project referred to above.

1.2 With Proposed Development at No.6 Road and Steveston Highway

Bunt & Associates' TIA for the proposed light industrial development of the subject site determined that the weekday afternoon peak hour was the critical traffic condition for the area. During this time period, the proposed light industrial development is anticipated to generate up to 285 vehicles per hour (on average between 4-5 vehicles per minute) of new traffic on the area road system, or approximately a 15% increase over the existing 1,750 vehicles per hour presently travelling on Steveston Highway, Sidaway Road and No.6 Road.

Approximately one-half of the new development traffic is anticipated to use Steveston Highway with the other half using No.6 Road, again amounting to approximately a 15% increase over existing weekday PM peak hour traffic volumes using these two routes.

Traffic operations at key intersections in the area of the proposed development were re-evaluated and the impact of the additional traffic determined to be of minimal impact with traffic conditions remaining at very satisfactory LOS B conditions at the No.6 Road intersections with Steveston Highway and Triangle Road, and LOS C conditions at the Steveston Highway intersection with Sidaway Road.

2. DEVELOPMENT TRAFFIC (EXISTING ZONING VS. PROPOSED)

2.1 Existing Zoning – Entertainment/Recreational Land Use Scenario

The adjacent Riverport Sports and Entertainment Complex, which occupies a site approximately twice the size of the proposed development presently generates over 700 vehicles per hour of inbound and outbound traffic during the weekday afternoon peak hour. As such, the subject development site at half the size could potentially generate up to 350 vehicles per hour if developed with entertainment and recreational uses under the existing CEA zoning that applies to the majority of the property.

By comparison, the weekday afternoon peak hour traffic anticipated with the proposed light industrial development, including allowance for the limited accessory retail use, would be 285 vehicles per hour or almost 20% lower than with development under the existing zoning.

Moreover, during the evening period, and on weekend afternoons the traffic generated by this site if developed with entertainment and recreational uses rather than the proposed light industrial uses would be higher still and directly add to the busiest traffic periods for the adjacent Riverport Complex. Currently, the Riverport Complex has two evening movie showings starting around 7:00PM and ending around midnight. There are multiple showings throughout the day on Saturday and Sunday. With the proposed light industrial development of the site, the evening and weekend period site traffic would be almost nil and not add to the busy traffic periods at Riverport.

2.2 Existing Zoning – Suburban Office Park Land Use Scenario

The existing CEA zoning of the subject site would also permit a suburban office/business park development on the subject site. Under the provisions of the City of Richmond Zoning Bylaw for the CEA zone, the 11.93 acre buildable area on this site could be developed with up to approximately 600,000 square feet of office floor area distributed in one or more four storey buildings surrounded by approximately 1,270 surface parking spaces.

Based on the reported vehicle trip generation rates provided in the Institute of Transportation Engineers (ITE) Trip Generation Handbook (9th Edition) for Office Park land use (Code 750), a development of this scale would be anticipated to generate approximately 830 vehicle trips during the weekday afternoon peak hour traffic period.

This volume of traffic associated with an office/business park development of the site is nearly three times the anticipated 285 vehicles per hour predicted for the proposed light industrial development and would even well exceed the 700 vehicle per hour weekday afternoon peak hour traffic presently generated by the neighbouring Riverport Sports & Entertainment Complex.

Table 1 below summarizes this site traffic comparison between development on the site with either (i) entertainment and recreation uses or (ii) suburban office park land use both as permitted with the existing CEA zoning, and that anticipated with (iii) the proposed light industrial development.

Table 1: Site Traffic Comparison (Existing Zoning Potential Uses versus Proposed Development)

Traffic Period	Existing Riverport Sports & Entertainment Complex	Subject Development Site		
		(i) EXISTING ZONING Recreation/Entertainment Land Use	(ii) EXISTING ZONING Suburban Office Land Use	(iii) Proposed Development
Weekday Afternoon	700 veh/hour	350 veh/hour	830 veh/hour	285 veh/hour
Weekday Evening	1,140 veh/ hour*	570 veh/hour	85 veh/hour	15 veh/hour
Saturday Afternoon	950 veh/hour*	475 veh/hour	125 veh/hour	45 veh/hour

*Note: * estimates only for weekday evening and Saturday afternoon site traffic at Riverport*

As evident from Table 1, the proposed light industrial land use development of the subject site would result in the lowest vehicle trip generation condition during the weekday afternoon, weekday evening and Saturday midday peak traffic periods. In other words, development of the site with uses permitted under the existing zoning would have a greater traffic impact on the area road system than would the proposed development.

Particularly notable is the very low trip generation anticipated for the weekday evening and Saturday midday periods when the adjacent Riverport facility is generating its highest traffic loads.

3. STEVESTON HIGHWAY INTERCHANGE WITH HIGHWAY 99

3.1 Existing Traffic Operations

A summary of existing traffic operations at the Steveston Highway interchange with Highway 99 was provided earlier in Section 1.1 as part of the discussion of the overall existing traffic operating condition on the area road system.

3.2 Added Traffic on Westbound Steveston Highway

The proposed development is anticipated to add approximately 80-85 vehicle trips per hour during the weekday afternoon peak traffic period on westbound Steveston Highway crossing the Highway 99 overpass, or on average between 1 to 2 additional vehicles per minute. This amounts to less than 10% increase to the existing 935 vehicles per hour of westbound traffic volume presently using the overpass during the weekday afternoon peak period. This modest increase in traffic on westbound Steveston Highway would similarly result with development on the subject site under the existing CEA zoning.

3.3 Massey Bridge Project

The planned Massey Bridge project to replace the Massey Tunnel will result in a full upgrade to the Steveston Highway interchange with Highway 99 and added capacity to accommodate future traffic loads. Completion of this project is anticipated in 2022. Allowing for site preparation, preloading time and construction, the new traffic associated with the proposed development wouldn't likely be a factor 2018.

For the 4-5 year interim period before the new Massey Bridge is completed there will be considerable construction traffic control management (traffic control personnel) in place on this section of Steveston Highway to assist the movement of existing traffic as well the additional 1-2 vehicles per minute added by the proposed development.

Bunt has contacted the Ministry of Transportation and Infrastructure (MoTI) District Operations Engineer to enquire as to whether the Ministry would consider the implementation of vehicle queue detectors for the westbound Steveston Highway to southbound Highway 99 left-turn movement at the Steveston/Highway 99 interchange as a measure to reduce peak period congestion on the Steveston overpass. The Ministry indicated that this measure would not be supported as the impact to eastbound traffic flow on Steveston Highway west of the interchange would likely be negative and only serve to add to existing congestion at the intersection of Steveston Highway and No.5 Road. The Ministry further indicated that this section of Steveston Highway would be the focus of a comprehensive construction traffic management plan during the Massey Bridge construction project.

4. RICE MILL ROAD

As a potential route to divert area traffic away from Steveston Highway, the existing Rice Mill Road located to the south of Steveston Highway was questioned as to its effectiveness for this purpose.

In consultation with Richmond staff the Rice Mill Road route is not an option as it presently does not physically connect to the area road system east of Highway 99 and any such connection would affect existing privately owned lands within the Agricultural Land Reserve (ALR). Exhibit 1 illustrates the location of Rice Mill Road which terminates well to the west of lands south of Steveston Highway and the subject development site, and the extent of ALR and environmentally sensitive lands in the area. Moreover, this connection even if provided would only serve to send more traffic to the No.5 Road intersection with Steveston Highway that already experiences peak period traffic pressures.

5. TRANSPORTATION SYSTEM IMPROVEMENTS

As identified through consultation with City of Richmond staff, the proposed development will provide for a number of transportation improvements to this area including:

- Widening of Steveston Highway between No.6 Road and Palmberg Road to feature two lanes both eastbound and westbound with dedicated cycling lanes;
- Construction of a 3.0m wide pedestrian path along the north side of Steveston Highway between No.6 Road and Palmberg Road;
- Construction of a 3.0m wide pedestrian path along the west side of No.6 Road from Steveston Highway to the adjacent property (existing home) north of the proposed development;
- Introduction of a pedestrian crossing of No.6 Road connecting to the Riverport Sports and Entertainment Complex;
- Upgrades to existing bus stops along this section of Steveston Highway.

6. SUMMARY

Based on the analysis and information provided in this letter report, our responses to the issues raised at the February 17, 2015 Planning Committee meeting are as follows:

- (i) *What would be the comparative traffic impact of development on the subject site under the existing CEA (Entertainment & Athletics), IL (Light Industrial), and AG1 (Agricultural) Zoning at different traffic periods of the day?*

The proposed light industrial development is predicted to generate 285 vehicles per hour during the weekday afternoon period, 15 vehicles per hour during the weekday evening period, and 45 vehicles per hour during the Saturday midday period. Development of entertainment/recreation uses and/or suburban office uses under the existing zoning would result in significantly higher traffic increases

on the area road system, particularly during the evening and weekend afternoon periods when the adjacent Riverport facility is generating its highest traffic loads.

(ii) *What is the anticipated traffic impact of the proposed development to traffic operations on the Steveston Highway overpass crossing of Highway 99?*

- The proposed development is predicted to generate 285 vehicle trips during the weekday afternoon peak hour traffic condition, or between 4-5 new trips on the area road system. This represents approximately a 15% increase over existing afternoon peak hour traffic volumes on the area road system. This added traffic can be accommodated within the existing capacity available on the area road system;
- Development of the subject lands with either entertainment/recreation or suburban office park land use as permitted under the existing Zoning would result in significantly higher additional traffic loads on the area road system than with the proposed development;
- Traffic generated by the adjacent Riverport Sports and Entertainment Complex is highest in the evening and on weekends. Evening and weekend traffic associated with the proposed development will be minimal. If the site were to instead be developed with additional sports and entertainment uses as permitted under the existing zoning, the development would add to the busy evening and weekend traffic activity associated with Riverport;
- The proposed development will bring forward a number of transportation infrastructure improvements to this area for pedestrian, cyclist and vehicle traffic.

(iii) *Is a new road connection to the existing Rice Mill Road south of Steveston Highway feasible and would this improve traffic conditions in the area?*

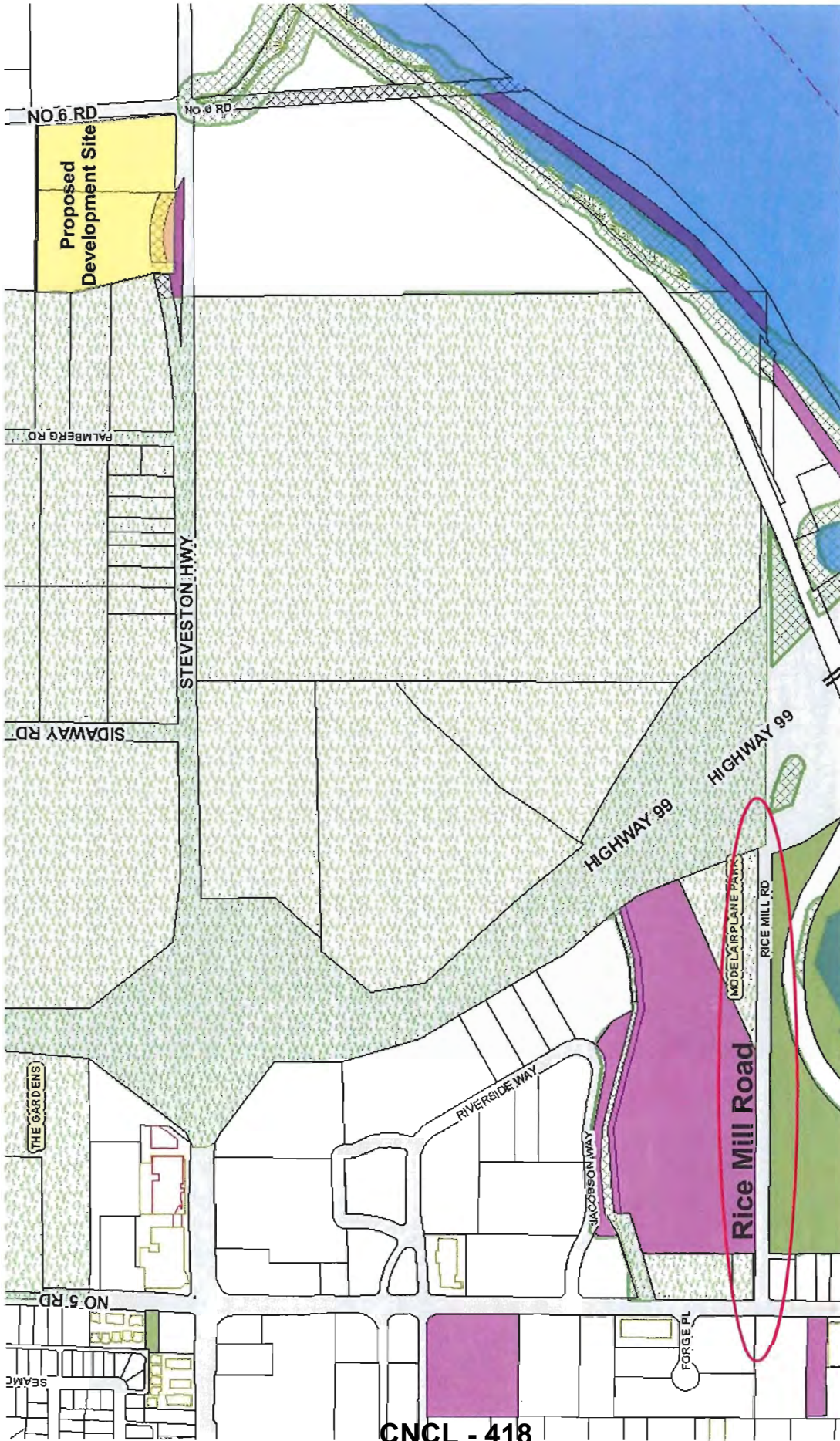
Based on review of existing land ownership as well as existing Agricultural Land Reserve (ALR) and environmentally sensitive land designations, an extension of Rice Mill Road eastward to connect with the local road system in the vicinity of Steveston Highway and No.6 Road is not feasible. Moreover, even if such a connection could be achieved it would only serve to add more traffic to the already congested intersection of Steveston Highway and No.5 Road on the west side of the Highway 99/Steveston Highway interchange.

I trust that this information will be of assistance. Please do not hesitate to call should you have any questions.

Yours truly,
Bunt & Associates



Peter Joyce, P.Eng.
Principal



CNCL - 418

Exhibit 1



Ledcor Properties Inc
1200, 1067 West Cordova Street,
Vancouver, British Columbia, Canada
V6C 1C7

May 8, 2015

Mr. Kevin Eng
Policy Planning
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mr. Eng:

Re: Proposed Rezoning for Steveston & No. 6 - Solar PV

At the February 17, 2015 Planning Committee meeting our rezoning application was referred back to staff to examine four issues, including *"the feasibility of adding a solar roof"*.

Further to our correspondence to you of March 17, 2015 and April 2, 2015 and our subsequent discussions we would like to confirm the following.

In the lower mainland of British Columbia the installation of solar power is not commercially viable for light industrial buildings due to the high capital costs, the long payback period, and the fact that the end user is not willing to pay a premium for a building that includes solar power. Light Industrial users are very price sensitive and as such, a solar power requirement specific to our site would put us at a competitive disadvantage to other light industrial properties in Richmond and neighboring jurisdictions.

We understand that while the City of Richmond does not yet have a formal requirement or by-law in place requiring the provision of solar power, nor does any other jurisdiction in the lower mainland, the City of Richmond is desirous of taking steps towards challenging the status quo and would like to encourage the use of alternative energy solutions such as solar PV where possible. With that in mind, we are happy to support the City in this new initiative.

We are willing to provide 16kW of solar power for the site, which is enough power to handle all the common exterior building, landscape, pathway and parking area lighting requirements for the entire site. This solar PV system could include a roof mounted PV panel/battery system, and/or fixture mounted PV panel/battery systems, with the exact selection of lighting types and choice of PV system to be developed during the building design phase.

In addition, we will ensure that the buildings are roughed in to allow for the future installation of roof top solar panels by individual users once the cost of solar power becomes financially viable (which by some industry estimates is expected to be by 2027 in the lower mainland of BC).

It is also important to point out that the provision of a solar power component to this project is in addition to other sustainable features already being provided, including:



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- The development of an existing brown field site
- Increased daylighting and re-planting of the Riparian area along No. 6 road
- Significant planting of the ALR buffer along the north and west property boundaries
- The ALR buffer and the riparian area along No. 6 will remain as green space totaling 2.4 acres.
- The development will comply with the existing City of Richmond Green Roofs Bylaw No. 8385
- The buildings will comply with the 2010 ASHRAE 90.1 Energy Standard for Buildings

We appreciate the discussions we have had with staff subsequent to the February 17, 2015 planning committee meeting in regards to the above.

Yours Truly,

On behalf of Steveston No. 6 LP

A handwritten signature in black ink that reads "Paul Woodward".

Paul Woodward
Senior Vice President, Development and Construction
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www.ledcor.com

FORWARD. TOGETHER.



Address: 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and North of 13760 Steveston Highway

File No.: RZ 13-630280

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9211, the developer is required to complete the following:

Note: Rezoning Considerations for RZ 13-630280 include the following schedules:

Schedule A – Subdivision, Consolidation and Road Dedication Plan

1. Final Adoption of OCP Amendment Bylaw 9210.
2. Registration of the necessary legal plan(s) to the satisfaction of the City to achieve a consolidated development site based on the following terms:
 - a) Acquisition of City lands, including:
 - (1) Final adoption of the road closure and removal of road dedication bylaw for a 2,081.1 sq. m portion of an unopened road allowance adjacent to and north of 13760 Steveston Highway (Schedule A).
 - (2) Council approval of the sale of a 2,081.1 sq. m portion of an unopened road allowance adjacent to and north of 13760 Steveston Highway (Schedule A)
 - (3) Council approval of the sale of a 1318.7 sq. m portion of 13760 Steveston Highway (Schedule A).
 - (4) The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land (portion of 13760 Steveston Highway and portion of an unopened road allowance adjacent to and north of 13760 Steveston Highway), which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
 - b) Subdivision of a portion of 13760 Steveston Highway and a portion of the road allowance adjacent to and north of 13760 Steveston Highway.
 - c) Consolidation of the City lands with 13751 and 13851 Steveston Highway and 10651 No. 6 Road into one development parcel (Schedule A).
 - d) Road dedications, including 173.3 sq. m of land generally along the consolidated development site's Steveston Highway frontage (Schedule A).
3. Registration of a flood plain covenant on title of the consolidated site identifying a minimum habitable elevation of 3.0 m GSC.
4. Registration of a legal agreement on title of the consolidated development site indicating that the development is required to mitigate noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Regulation Bylaw 8856 and noise generated from rooftop heating, ventilation and air conditions units will comply with the City's Noise Regulation Bylaw 8856.
5. Registration of a legal agreement on title of the consolidated development site identifying that, for commercial vehicles over the weight/load limitations (5 tonnes) in place along No. 6 Road, southbound to westbound and eastbound to northbound turning movements at the No. 6 Road driveway access is not permitted (to prevent

commercial vehicles over the weight/load limitations on No. 6 Road from travelling to the development site from No. 6 Road, north of the driveway access location).

6. Registration of a legal agreement on title of the consolidated development site identifying that the subject site is not serviced by a City sanitary sewer system and the City will not permit the development site to be serviced by a City sanitary sewer system. This legal agreement will also identify that the development site is required to be serviced by a private sanitary sewer utility system, located on properties east of No. 6 Road (as per legal documents BX558923, BX558924 and BX 558925), which is required to be maintained and operated by the private utility provider and/or developer.
7. The applicant/developer is required to enter into an appropriate legal agreement with the City of Richmond for the purpose of locating, constructing, operating and maintaining private sanitary sewer infrastructure within a dedicated City road allowance. This legal agreement will also identify that the applicant/developer is required to build any works associated with the private sanitary sewer infrastructure within a dedicated road allowance as part of the Servicing Agreement application (required as a rezoning consideration for this application) to be approved by the City. All works are at the applicant's/developer's sole cost.
8. Registration of a legal agreement on title of the consolidated development site in regards to the Agricultural Land Reserve (ALR) landscape buffer that includes the following information and provisions:
 - a) Submission of a reference plan (prepared by a BC Land Surveyor), to be approved by City staff, outlining the area of the ALR landscape buffer.
 - b) Applicant/developer and future owner of the site must maintain the ALR landscape buffer, which cannot be abandoned or modified without prior approval from the City.
 - c) The ALR landscape buffer is for the purposes of mitigating against typical farm nuisance activities related to noise, dust and odour generated from the agricultural operation.
9. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
10. Public art installation participation in the City's Public Art Program in the amount of \$90,994 OR City acceptance of the developer's offer to voluntarily contribute the same amount to the City's Public Art Reserve Fund.
11. Enter into a Servicing Agreement* for the design and construction of the following works, at the applicants/developers sole cost, which include but may not be limited to:
 - a) Steveston Highway
 - (1) Road widening from Palmberg Road to approximately 90 m west of the west property line of 13751 Steveston Highway to provide for the following in both east-bound and west-bound directions:
 - (a) Two traffic lanes (each lane at min. 3.5 m width).
 - (b) A minimum 1.65 m wide on-street bike lane and a 1.5 m wide gravel shoulder.
 - (2) Widen the existing 1.5 m sidewalk to 3 m wide to provide a shared off-road pedestrian/cyclist pathway along the north side of Steveston Highway from No. 6 Road to Palmberg Road. The existing street trees and boulevard is to be maintained.
 - (3) Provide a minimum 3.3 m wide east-bound to north-bound left turn lane, with a minimum storage of 35 m at the development site access along Steveston Highway, which will require modifications to the existing raised median.
 - (4) On the north side of Steveston Highway, either provide an accessible bus landing pad and an accessible bus shelter or provide a voluntary contribution for the amount to implement the accessible bus landing pad and an accessible bus shelter in the future (construction costs and/or voluntary contribution shall not exceed \$25,000). The exact location of the accessible bus stop is subject to further consultation with Coast Mountain Bus Company.
 - b) No. 6 Road:
 - (1) Provide a minimum 3.3 m wide north-bound to west-bound turn lane, with a minimum storage of 30 m at the development site access along No. 6 Road. All existing north-bound to south-bound traffic lanes are to be maintained. A 1 m wide shoulder on the east side is also to be provided. Due to the existing Riparian Management Area on the west side of No. 6 Road, all road widening should be accommodated on the east side of the road.

- (2) Construct a 3 m wide off-road shared pedestrian/cyclist pathway along the entire No. 6 Road frontage (i.e., on-site and west of the existing RMA) that includes necessary lighting and appropriate protection (i.e. railing if deemed necessary) along the entire length of the pathway. Registration of a Public-Rights-of-Passage (PROP) Right-of-Way (ROW) will be required along the consolidated development site's No. 6 Road frontage, which will include and provide for the following:
 - (a) 3 m wide north-south running PROP ROW along the entire No. 6 Road frontage of the consolidated development site.
 - (b) 3 m wide east-west running PROP ROW to align with the proposed pedestrian crossing across No. 6 Road.
 - (c) Include any necessary PROP ROW to facilitate transitions and/or tie-ins to sidewalks and pathways in the area.
 - (d) Additional PROP ROW may be required and will be determined through the detailed Servicing Agreement design process for any supporting works and/or required pathway lighting.
 - (e) The location of the PROP ROW on the consolidated development site will be determined based on the detailed Servicing Agreement design process.
 - (f) Applicant/developer will be required to construct all works within the PROP ROW
 - (g) PROP ROW to allow for public access for pedestrians, cyclists, scooters, wheelchairs (motorized and non-motorized) and similar types of non-vehicle related means of transport).
 - (h) Maintenance of the surrounding landscaping outside of the PROP ROW along with general upkeep of the walkway within the PROP ROW (snow, ice and debris removal; walkway upkeep in a safe condition) is the responsibility of the owner and/or future industrial strata corporation.
 - (i) Within the PROP ROW, the City will be responsible to maintain and repair the hard surface walkway and pathway lighting, including access to undertake such works.
- (3) Provide for an at-grade crosswalk signal with overhead downward lighting and associated equipment on the north side of the proposed site access (design to be finalized through the Servicing Agreement).
- (4) Works related to modifying the existing Riparian Management Area and watercourse (including culvert removal and replacements) along the consolidated development site's No. 6 Road frontage and related compensation works as proposed in the applicant's environmental consultants proposed plan. New culverts will be owned and maintained by the property owner and require a permit as per the requirement of Bylaw 8441 (to be managed through the Servicing Agreement drawing review and approval process).
- (5) Any design for works associated with private sanitary sewer infrastructure to cross the City's dedicated road allowance (No. 6 Road) must be approved by the City and included in the Servicing Agreement design submission.

c) General:

- (1) Install a new water service connections (size to be determined) complete with meter and meter box along the Steveston Highway frontage.
- (2) Install 2 new hydrants along the No. 6 Road frontage to accommodate hydrant spacing requirements.
- (3) Install a sump and safety grill on the existing 600 mm storm culvert's inlet located approximately 40 m north of the south property line along the No. 6 Road frontage.
- (4) Through the Servicing Agreement design process, provide a sediment and erosion control plan.
- (5) Cut and cap the existing storm service connection and inspection chamber located approximately 28 m west of the east property line at the Steveston Highway frontage.
- (6) Upgrade the existing storm sewer service connection and remove the existing inspection chamber located approximately 15 m west of the east property line at the Steveston Highway frontage.
- (7) Provide additional statutory Right-of-Ways to accommodate new inspection chambers within the property to be determined through the Servicing Agreement design process.
- (8) Provide additional statutory Right-of-Ways to accommodate City storm system infrastructure along the consolidated development site's No. 6 Road frontage, including but not limited to existing open portions of the RMA canal/watercourse, portions of the canal/watercourse to be daylighted and any related City

works and infrastructure. The location and extent of the statutory Right-of-Ways will be determined through the Servicing Agreement design process.

12. Registration of a legal agreement on title of the consolidated development site requiring:
 - a) The installation of a solar photovoltaic (PV) power system capable of providing a minimum 16 kilowatts of solar PV power to the light industrial development (equivalent of the anticipated power load to provide power to all of the development site's exterior illumination needs).
 - b) The implementation of pre-ducting throughout the development to facilitate future additional solar PV installations.
 - c) The inclusion of clauses to require:
 - (1) The developer's professional energy consultant to submit a report at the time of building permit submission confirming the design details of the solar PV system, including the consultant's confirmation of adherence to the parameters of this legal agreement.
 - (2) The developer's professional energy consultant to submit a report prior to issuing final occupancy and/or final inspection of the building permit confirming construction and installation of the solar PV system in accordance with the previous submitted report and parameters of this legal agreement.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Submit a landscape bond/security based on the cost estimate (to be prepared by a professional landscape architect) of the final approved landscape plan that will generally include, but may not be limited to the following:
 - a) ALR buffer, along the site's north and west edges.
 - b) On-site landscape treatment along the consolidated development site's Steveston Highway and No. 6 Road frontage, generally between the off-street parking and public roads.
 - c) Compensation/enhancement plantings associated with the RMA along No. 6 Road, based on plans to be approved by City staff.
2. Other items may be identified through review of the development permit application.

Prior to Building Permit Issuance and/or final inspection or occupancy, the developer must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Registration of a legal agreement on title of the consolidated development site in favour of the City to indicate that the owner shall maintain any storm water management works, landscaping features and structural elements supporting such features, permeable pavers and asphalt, and bioswale in accordance with generally accepted building, landscaping and engineering maintenance practices so that the design volume of the storm water run-off from the site will, in perpetuity or until redevelopment, not be exceeded.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.
5. Submission of a report from the applicant's professional energy consultant confirming the design details of the solar PV system, including the consultant's confirmation of adherence to the parameters of the legal agreement secured through the rezoning.
6. Submission of a report from the applicant's professional energy consultant prior to issuing final occupancy and/or final inspection of the building permit confirming construction and installation of the solar PV system in accordance with the previous submitted report and parameters of this legal agreement.

CNCL-424

Initial: _____

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

- Signed Copy on File -

Signed

Date

Schedule A – Subdivision, Consolidation and Road Dedication Plan

REFERENCE PLAN OF PART OF SECTION 32 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT
PURSUANT TO SECTION 100(1)(b) AND SECTION 107 OF THE LAND TITLE ACT

PLAN EPP47789

DRAFT

BCGS 926.015

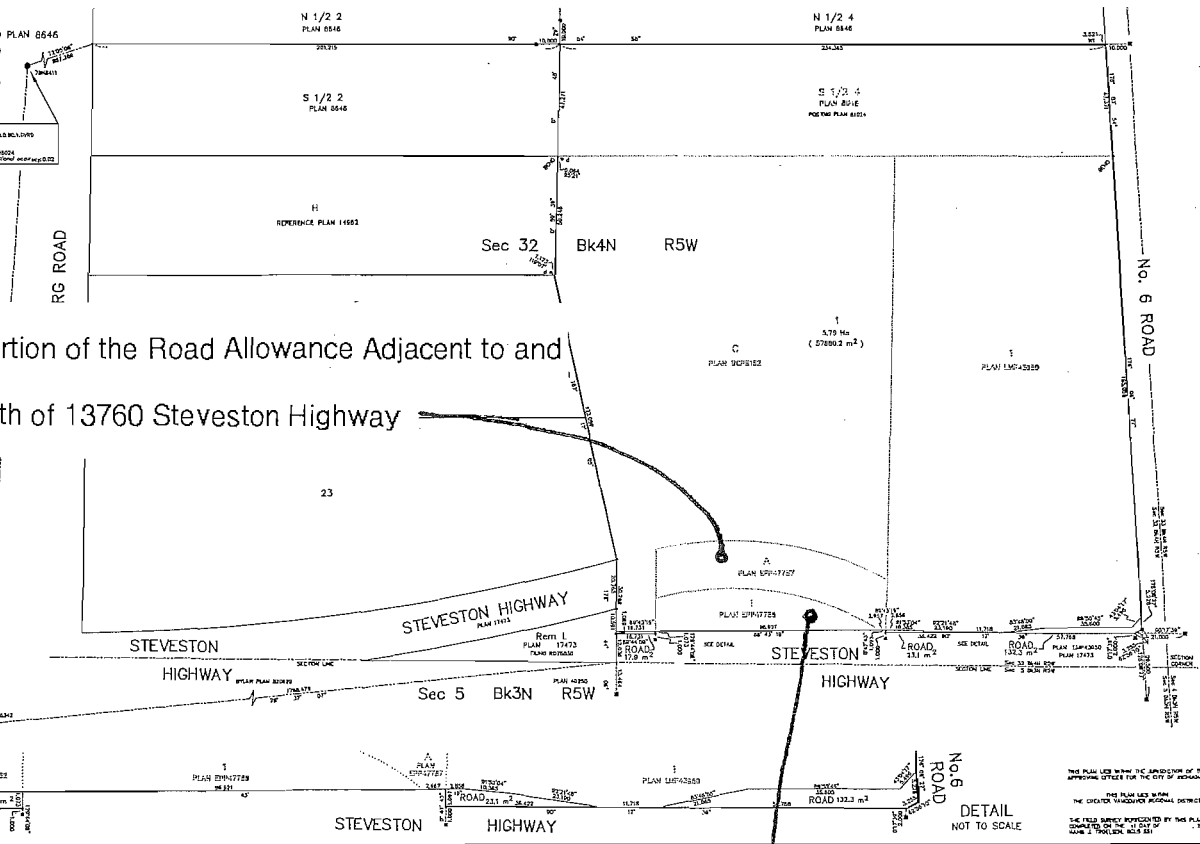
HYDRATIC SURVEY AREA NO. 16 CITY OF EDMONTON, ALBERTA (2005) ASSOCIATIONS - ONLY MEASUREMENTS DERIVED FROM OBSERVATIONS BETWEEN EXISTING CONTROL MONUMENTS SHALL BE USED.

LANDS DEALT WITH:
SOUTH HALF OF LOT 4 SEC 32 BK4N R5W NWD PLAN B646
LOT 1 SEC 32 BK4N R5W NWD PLAN LMP43950
LOT C SEC 32 BK4N R5W NWD PLAN BCP8152
LOT 1 SEC 32 BK4N R5W NWD PLAN EPP47786
PARCEL A OF SEC 32 BK4N R5W NWD SHOWN ON PLAN EPP47787

LEGEND
 ○ INDICATES CONTROL MONUMENT FOUND
 * INDICATES STANDARD BORN POINT FOUND
 ⊕ INDICATES STANDARD HIGH POINT FOUND
 ⊖ INDICATES LEAS PILE FOUND
 ⊕ INDICATES LEAS PILE FOUND
 ⊖ INDICATES BENCHMARK
 ⊕ INDICATES BENCHMARK

SW 1/4 SEC 32 BK4N R5W NWD
 BOUNDARY SURVEYED BY
 MATTSON PECK & TOPPIS
 PLAN EPP47787
 DATE 15/05/2011
 ESTIMATED HORIZONTAL POSITIONAL ACCURACY 0.02

THIS PLAN SHOWS THE LOCATION OF THE MONUMENTS WHICH ARE NOT SET ON THE PLAN DRAWING.



Portion of the Road Allowance Adjacent to and North of 13760 Steveston Highway

TOTAL AREA OF ROAD DEDICATED ON THIS PLAN: 173.3 m²

SW 1/4 SEC 32 BK4N R5W NWD
 BOUNDARY SURVEYED BY
 MATTSON PECK & TOPPIS
 PLAN EPP47787
 DATE 15/05/2011
 ESTIMATED HORIZONTAL POSITIONAL ACCURACY 0.02

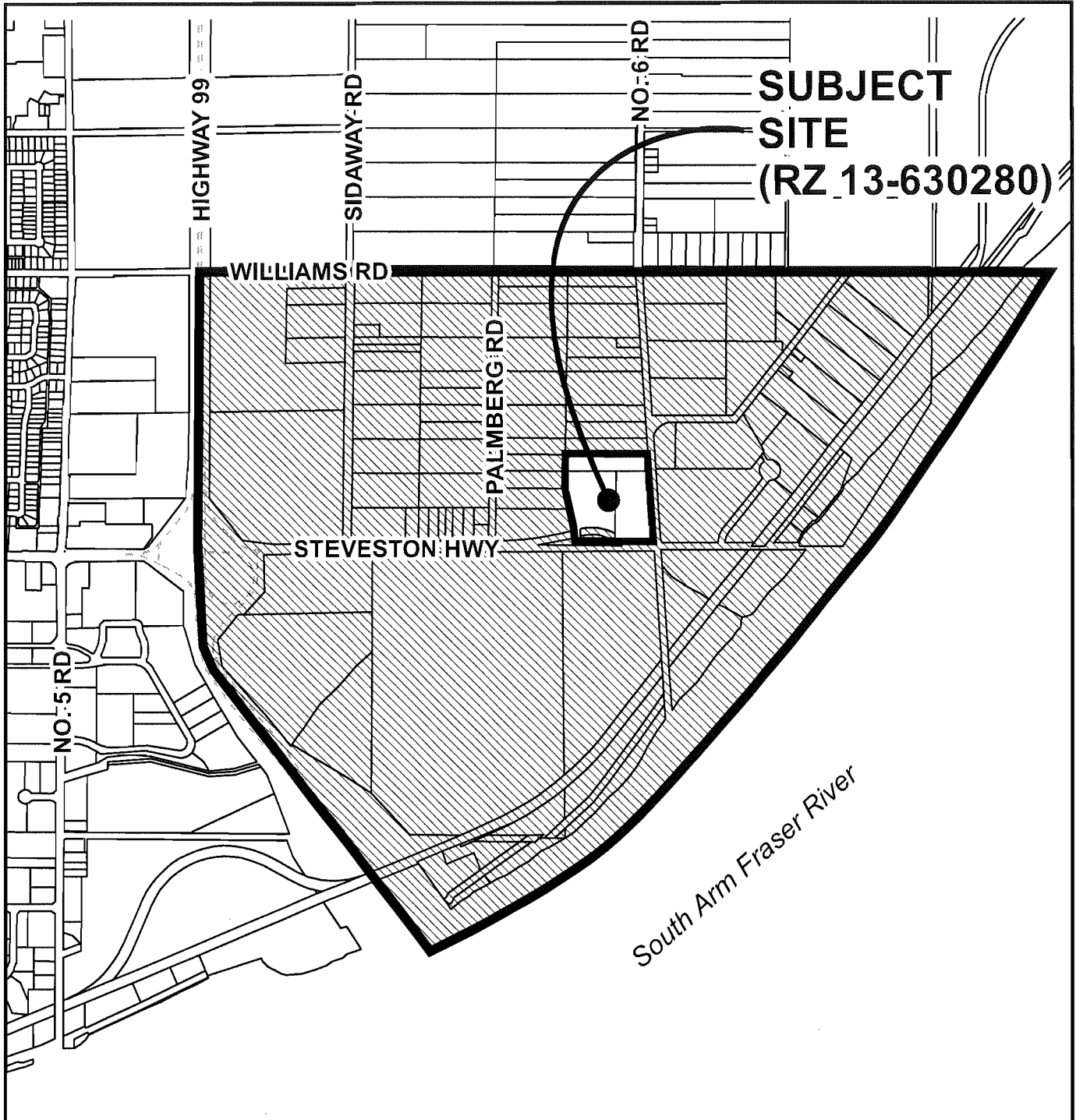
MATTSON PECK & TOPPIS
 SURVEYORS & ENGINEERS
 1125 - 1125 WARDEN RD
 EDMONTON, ALBERTA
 T5A 0R7
 TEL: 463-2783
 FAX: 463-2784
 LICENSE: 11004-3-REF-1296
 R-14-15125-3-REF-1

THIS PLAN LIES WITHIN THE JURISDICTION OF THE APPROVING OFFICE FOR THE CITY OF EDMONTON.
 THIS PLAN LIES WITHIN THE JURISDICTION OF THE APPROVING OFFICE FOR THE CITY OF EDMONTON.
 THE FIELD SURVEY REPRESENTED BY THIS PLAN WAS COMPLETED ON THE 15TH DAY OF MAY 2011.
 DATE: 15/05/2011

Portion of 13760 Steveston Highway



City of
Richmond



Proposed Public
Notification Area Map
(RZ 13-630280)

Original Date: 05/07/15

Revision Date: 00/00/00

Note: Dimensions are in METRES

CNCL - 427



Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 9210 (RZ 13-630280)
13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of
13760 Steveston Highway and a Portion of the Road Allowance
Adjacent to and North of 13760 Steveston Highway

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

- 1. Richmond Official Community Plan Bylaw 9000 is amended by repealing the existing land use designation in Attachment 1 to Schedule 1 thereof of the following area and by designating it "Mixed Employment".

That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw 9210"

- 2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9210".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Horizontal lines for recording readings and conditions.

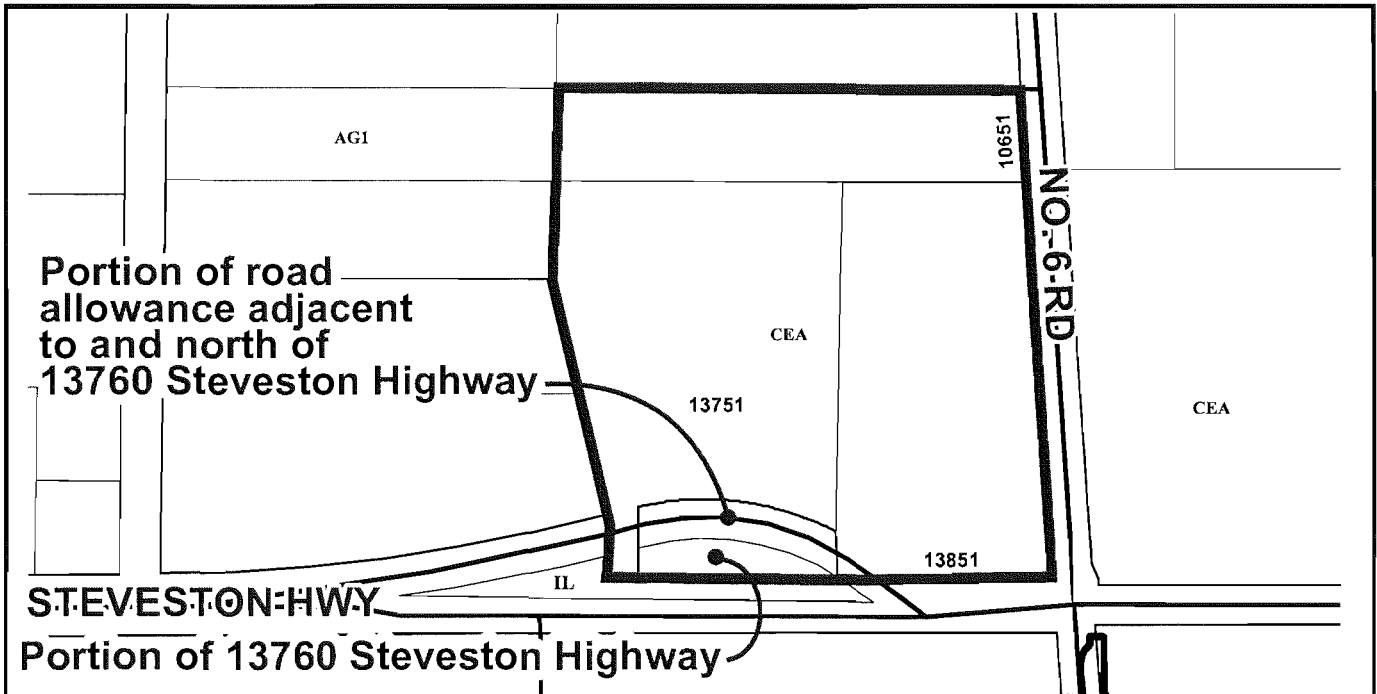
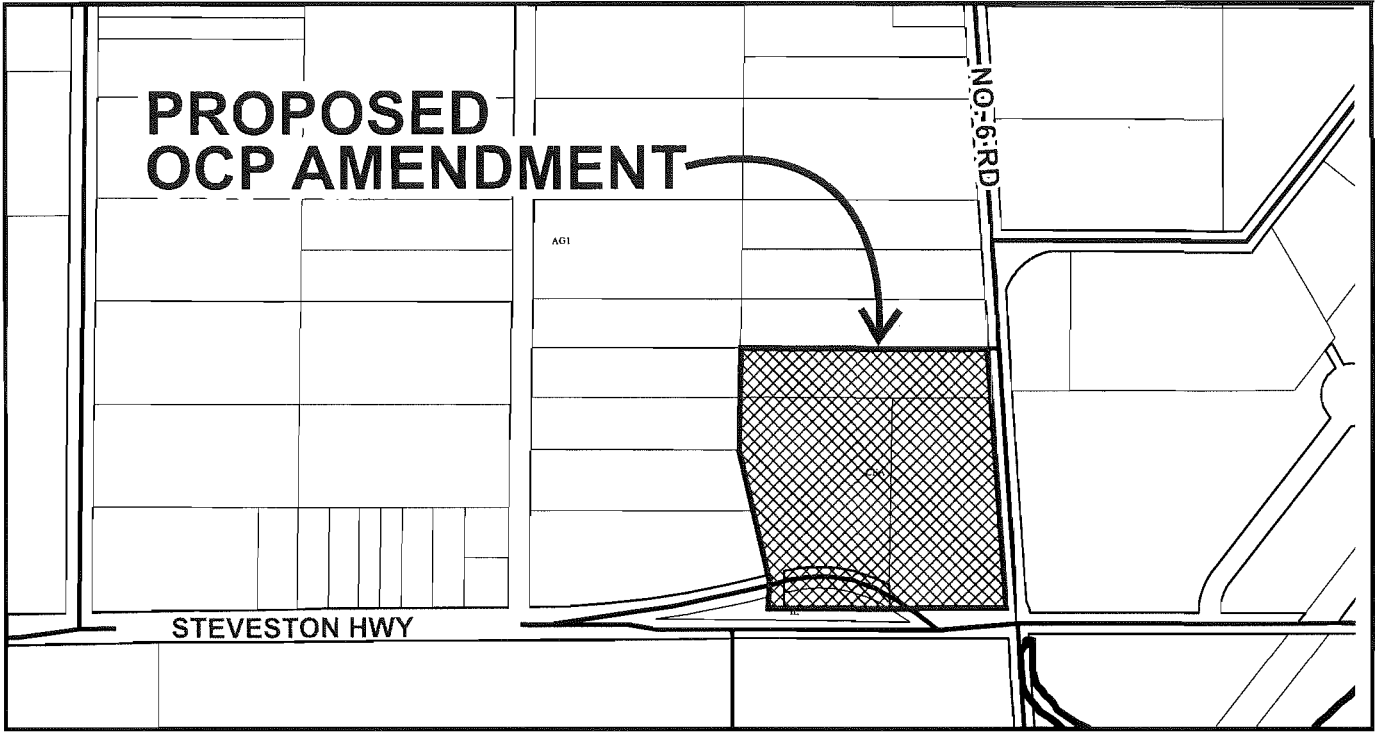
CITY OF RICHMOND
APPROVED by [Signature]
APPROVED by Manager or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



City of Richmond



Proposed OCP Amendment (RZ 13-630280)

Original Date: 02/06/15

Revision Date:

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9211 (RZ 13-630280)
13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of
13760 Steveston Highway and a Portion of the Road Allowance
Adjacent to and North of 13760 Steveston Highway**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following zone into Section 23 – Site Specific Industrial Zones:

“23.12 **Light Industrial and Limited Accessory Retail – Riverport (ZI12)**

23.12.1 **Purpose**

The **zone** provides for a range of **general industrial uses**, with a limited range of compatible **uses**. The **zone** also allows for limited accessory retail activities.

23.12.2 **Permitted Uses**

- animal daycare
- animal grooming
- auction, minor
- child care
- commercial storage
- commercial vehicle parking and storage
- contractor service
- industrial, general
- manufacturing, custom indoor
- recreation, indoor
- recycling depot
- restaurant
- utility, minor
- vehicle body repair or paint shop
- vehicle repair

23.12.3 **Secondary Uses**

- residential security/operator unit

23.12.4 **Permitted Density**

1. The maximum **floor area ratio** is 0.75.

23.12.5 **Limited Accessory Retail Provisions**

1. Retailing of goods is permitted accessory to a primary permitted use as follows:
 - a) Retail activities must be accessory to the primary permitted **use** of the **business** and limited to goods that are manufactured, assembled, fabricated, processed, stored and/or distributed **on-site** within the **business**.
 - b) The maximum **gross leasable floor area** permitted for accessory retailing of goods is:
 - i) 2,350 m² total **gross leasable floor area** over the entire **site**; and
 - ii) Maximum **gross leasable floor area** permitted for accessory retailing of goods that can be allocated to an individual industrial unit shall be the lesser of either 10% of the total **gross leasable floor area** of the individual industrial unit or to a maximum of 186 m² **gross leasable floor area**.
 - c) A maximum of 25 industrial units and/or businesses **on-site** at any given time is permitted for accessory retailing of goods.
 - d) Accessory retailing of goods must be contained within same **building** as the primary **business** on a **site** and wholly operated and owned by the primary **business**.
 - e) Accessory retailing of goods must be wholly enclosed within a **building**.
 - f) Sub-leasing of the **gross leasable floor area** permitted for accessory retailing of goods is not permitted.
 - g) The **gross leasable floor area** permitted for accessory retailing of goods must be physically separated from the primary **business** by walls fixed to the floor.

- h) The **gross leasable floor area** permitted for accessory retailing of goods must be located only on the **first storey** of the **building** and with direct **access** to the main public entrance for the **business**.
- i) Outdoor accessory retailing of goods and outdoor display of goods is not permitted.

23.12.6 **Permitted Lot Coverage**

- 1. The maximum **lot coverage** is 60% for **buildings**.

23.12.7 **Yards & Setbacks**

- 1. The minimum **front yard** and **exterior side yard** is 3.0 m, provided that an adequate transition is made if the **front yard** and **exterior side yard** is greater on adjacent and/or abutting developments.
- 2. There is no minimum **interior side yard** or **rear yard**.

23.12.8 **Permitted Heights**

- 1. The maximum **height** for **buildings** is 12.0 m.
- 2. The maximum **height** for **accessory structures** is 20.0 m.

23.12.9 **Subdivision Provisions and Minimum Lot Size**

- 1. There is no minimum **lot width** or **lot depth** requirement.
- 2. The minimum **lot area** is 5 ha.

23.12.10 **Landscaping & Screening**

- 1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

23.12.11 **On-Site Parking and Loading**

- 1. **On-site vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that:
 - a) For accessory retailing of goods, the **on-site** parking requirement shall be provided at a rate of 4 spaces per 100 m² of **gross leasable floor area** allocated to this accessory **use**.

23.12.12 **Other Regulations**

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
 2. An **auction minor** activity and any related storage of goods and items to be auctioned must be wholly contained within a **building.**
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“LIGHT INDUSTRIAL AND LIMITED ACCESSORY RETAIL – RIVERPORT (ZI12)”**.
- That area shown cross-hatched on “Schedule A attached to and forming part of Bylaw 9211”
3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9211”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

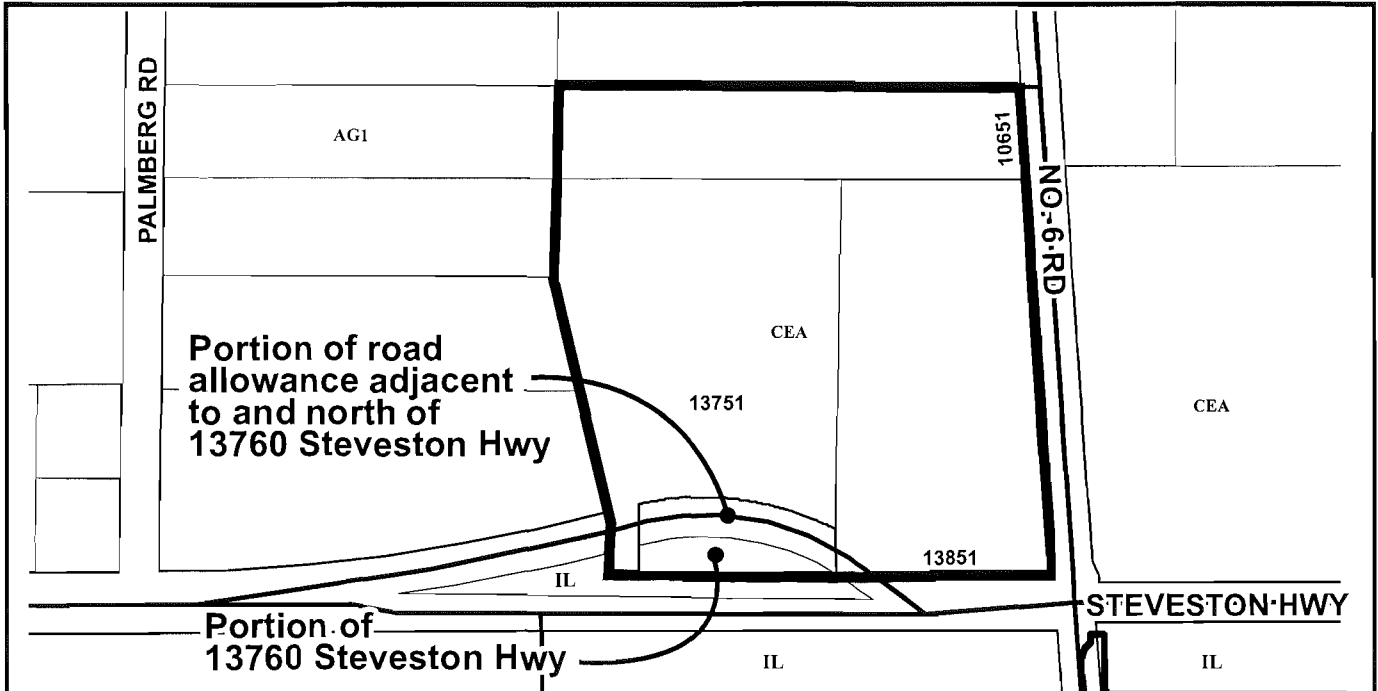
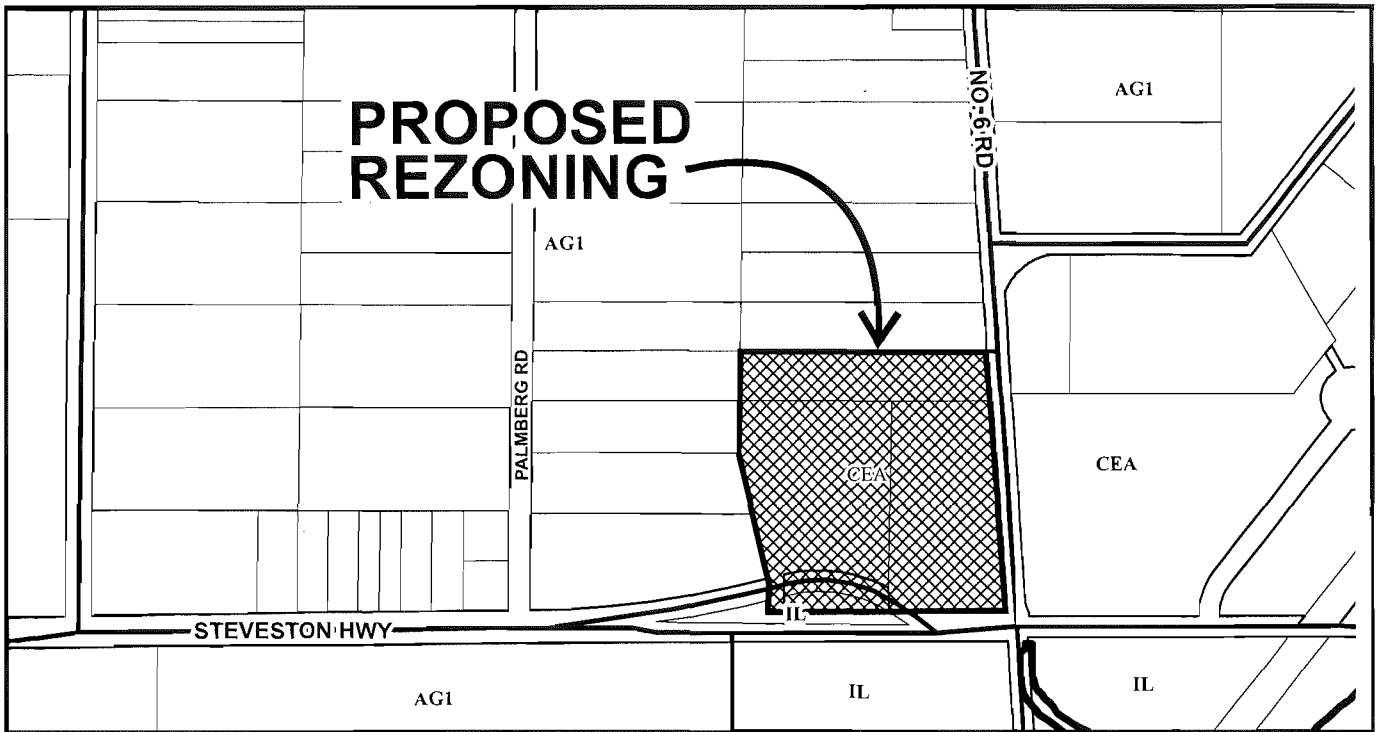


MAYOR

CORPORATE OFFICER



City of
Richmond



RZ 13-630280

Original Date: 01/23/15

Revision Date: 05/08/15

Note: Dimensions are in METRES