



**City of Richmond**  
Planning and Development Department

**Report to  
Development Permit Panel**

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**To:** Development Permit Panel  
**From:** Brian J. Jackson, MCIP  
Director of Development  
**Date:** July 8, 2009  
**File:** DP 09-476289  
**Re:** **Application by Ray-Mont Logistics for a Development Permit at 15900 River Road**

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**Staff Recommendation**

That a Development Permit be issued which would permit the construction of grain storage silos and pave a portion of the yard at 15900 River Road on a site zoned Light Industrial District (I2) and is partially within an Environmentally Sensitive Area and a Riparian Management Area.

Brian J. Jackson, MCIP  
Director of Development

BJJ:dcb  
Att. 3

## Staff Report

### Origin

RAY-MONT LOGISTICS has applied to the City of Richmond for permission to pave a portion of the yard and add new storage silos to the existing industrial complex at 15900 River Road which is partially within an Environmentally Sensitive Area and Riparian Management Area.

The site is zoned Light Industrial District (I2) and currently contains an existing grain transloading facility which transfers grain products off rail cars into modular shipping containers that can then be distributed by trucks.

The focus of this application is primarily to address the potential implications of the site's development upon the designated Environmentally Sensitive Area (ESA) and the Riparian Management Area.

### Development Information

Please refer to attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant Bylaw requirements.

### Background

Development surrounding the subject site is as follows:

- To the north: The City owned No. 7 Road Pier foreshore park (North Arm of the Fraser River). A drainage ditch along the south side of River Road has been identified as a Riparian Management Area (RMA) for its fisheries habitat values. The RMA extends into the subject property along its entire northern property boundary;
- To the east: No. 7 Road and canal, a 7.0 acre site zoned Light Industrial District (I2) being used for open vehicle and equipment storage. The No. 7 Road canal has also been identified as a Riparian Management Area;
- To the south: CN Rail tracks and farming uses on land zoned Agricultural District (AG1). A smaller open ditch, designated as an RMA and assigned a 5m buffer exists just to the south of the subject property but does not encroach into the lot;
- To the west: A 6.0 acre site zoned Light Industrial District (I2) that is being used for industrial vehicle and open material storage.

### Site History

The subject property was previously owned by CN Rail (a Federal Crown Corporation) which subsequently sold the lot to EBN Grainco which had been leasing the site and operated a grain transfer station on the site for a number of years. After purchasing the property EBN Grainco attempted to expand their operations and made an application for a Development Permit (DP) to allow for the addition of storage silos and certain vegetation enhancements to compensate for impacts upon the ESA. Although the DP was approved (DP 2000-175893), the firm eventually sold the property to the current owner, Ray-Mont Logistics, never having completed upon their enhancement/building proposals.

Despite the sale of the lot, there was no continuous break in the use of the site.

Current Proposal

Ray-Mont representatives have come into the site with a desire to improve it, both for their workers and from an environmental standpoint - cleaning up inherited problems left behind by the previous activities on the property.

The current Ray-Mont operation involves transferring grain products off rail cars brought in by CN and into various containers for shipment out by truck. Ray-Mont Logistics' proposal is to increase the storage capacity of the site by adding approximately 16 new grain storage silos (6 in phase 1 and 10 in phase 2) and by paving a significant portion of the working yard to reduce dust, health and other safety concerns for their staff as well as improving the handling efficiency of their operations.

Portions of the site with ESA designations were disturbed by activities occurring on the site prior to the acquisition by Ray-Mont Logistics. Ray-Mont Logistics' efficiency improvement needs are also structured around the existing and "fixed in place" rail line meaning that the placement of the proposed new grain silos would be best located adjacent to the rail line and within the ESA area that had been damaged by the previous owners. Ray-Mont representatives and their consultants have worked closely with staff to put together a solution that addresses both their efficiency, health and safety needs as well as the City's overall environmental objectives. The proponent has engaged consultants to assess the site conditions and develop an appropriate response that addresses the concerns of all parties. Documents submitted as part of the DP application include:

- An Arborist's Report
- An Environmental Overview Assessment
- An ESA Compensation Planting Plan prepared by a Landscape Architect
- An On-site Drainage System and Associated Bioswale Analysis, and;
- A Spill Management Plan for the ongoing operation of the site.

In addition, Fisheries and Oceans staff have been consulted and have provided a letter of advice regarding the project (**Attachment 2**).

Compensation and Enhancement Proposal

The compensation and enhancement proposal for the subject site:

- Respects and enhances the Riparian Management Area (15m buffer along the northern property boundary);
- Provides a natural vegetation buffer along the entire length of the site adjacent to No. 7 Road, and;
- Adds an additional buffer strip along a portion of the southern property line, just south of the proposed grain silos.

Based upon the previous Development Permit (DP 00-175893), the ESA features on the site incorporated an area of approximately 2811.6 m<sup>2</sup>. Portions of this area were impacted by the on-site activities of the previous owners (notably the area proposed for the silos under the current plan and the riparian management area along the northern edge of the lot). Despite this fact, Ray-Mont Logistics' compensation and enhancement package will result in a compensation planting area of approximately 3241.6 m<sup>2</sup> and will involve the restoration and enhancement of most of the Riparian Management Area along the northern property boundary.

Ray-Mont Logistics' Compensation and Enhancement proposal is summarized as follows:

1. Retention of the existing trees at the eastern property line along No. 7 Road ditch.
2. Planting of six compensation trees for the three trees removed.
3. Removal of invasive species beyond the property line along No. 7 Road ditch.
4. Provision of a 20 ft. (6m) natural vegetation buffer to increase the natural habitat along No. 7 Road ditch.
5. Provision of a 49.2 ft (15m RMA) natural vegetation buffer of native aquatic and terrestrial vegetation that will provide habitat along River Road.
6. Creation of a bioswale within the natural vegetation buffer to increase the amount of diversity of habitat and improve the storm water quality entering the ditch along River Road.
7. Construction of protective fencing along the southern edge of the River Road RMA.

The bioswale will be approximately 42m in length. This is an open channel designed to use vegetation to filter the water and attenuate storm water runoff through increased infiltration into the subsoil. It will be designed with shallow side slopes (4:1 or 3:1) and with a smooth bottom sloping only about 2% to maximize surface infiltration. It will also be combined with a weir and a settlement basin to remove sediments from the run-off water. A by-pass mechanism will be incorporated to divert larger storms (i.e. with periods of 10 years and over).

The bioswale will work to both improve the water quality coming off the paved site and reduce the volume of discharge to the adjacent City ditches. The overall bioswale design was reviewed and approved by the City's Building Approvals staff and has also been reviewed by City Engineering and operation staff. A legal agreement will be a condition of final approval to ensure that the owners of the property are responsible for maintaining the bioswale and the sediment trap.

Plant species selections for the compensation areas are entirely native varieties. In total 54 trees, 924 native shrubs, 248 bioswale wetland plants and native seed mixtures will be installed. Tree selections include both coniferous and deciduous species.

### **Rezoning, Public Hearing and Advisory Design Panel**

As a rezoning is not required for the proposed development the project is not subject to a Public Hearing. The application was not forwarded to the Advisory Design Panel as the proposed works are not urban design related and focus primarily upon mitigation and compensation for impacts to the features within the Environmentally Sensitive Area (ESA) and the Riparian Management Area (RMA).

## **Staff Comments**

The proposed scheme attached to this report has satisfactorily addressed the Environmentally Sensitive Area and Riparian Management Area issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan. It is recognized that the existing and proposed uses are not strictly in accordance with the Light Industrial District (I2) Zoning Schedule but acknowledge that this is a pre-existing situation attributed to the site's specific history.

## **Analysis**

### ***Tree Survey, Arborist's Report and the Landscape Plan***

The tree survey and arborist's report submitted with this application indicated the presence of three trees on the subject property and eight trees just outside the property's boundary. The trees were assessed for their wildlife values, overall health and safety concerns. The three on-site trees were each found to be either dead or in advanced stages of decline. It was recommended that all three trees be removed. The landscape plan includes the replacement of 6 trees (included in the overall total of 54 trees proposed to be planted on the site) as compensation for the removal of these three trees.

The landscape plan retains all the existing trees at the eastern property line along No. 7 Road and incorporates these into the overall enhancement scheme involving the removal of invasive species and the planting of shrubs, trees and native seed mix installations.

As noted earlier, the landscape plan (i.e. the compensation and enhancement plan) has been reviewed and accepted by the Department of Fisheries and Oceans Canada (DFO) staff. Monitoring of the installed vegetation will be undertaken by both the City and DFO.

A security will be required as a condition of final approval of the Development to ensure survivability and maintenance of the vegetation for the usual first year monitoring period. DFO will monitor the vegetation's survival along the Riparian Management Area for a total of three years and have required annual update reports from the proponent.

### ***Environmental Overview Assessment***

The Environmental Overview Assessment was prepared by Pottinger Gaherty Environmental Consultants Ltd. for the site with the purpose of determining the environmental conditions and holistically looking at the net benefit of the proposed compensation/restoration plans, the storm water management plan, water quality, and invasive plant management strategies proposed for this site.

The assessment determined that there is a very low likelihood of there being any Species At Risk (SAR) plants or animals at the subject site – in large part due to the human activities present. The analysis indicates that the compensation and restoration plans will result in an overall improvement to habitat qualities in the ESA and RMA zones. These improvements will result in net benefits to non-SAR species utilizing the area and contribute to overall fisheries habitat values.

***Conditions of Adjacency***

- Existing land use on properties to the east and west are gritty industrial activities. The landscaping compensation and enhancement areas will, over a short time, serve to screen the subject property from River Road, No. 7 Road and from the farming activities to the south.
- The site is separated from the Agricultural Land Reserve by a rail line and a road so there is no direct contact with the ALR and no additional requirements exist beyond the riparian management enhancements.
- Paving of the currently gravel and dirt yard areas will serve to improve working conditions on-site as well as eliminate the dust clouds that are kicked up from the movement of vehicles on the site and that would have otherwise been carried off the property to surrounding lands.
- While paving does create issues with regard to impermeable surfaces, the installation of the of the bioswale will help to attenuate these effects by providing an opportunity for ground infiltration and cleaning up the discharged water before any overflow enters the City's drainage system.

***Site Drainage Design Considerations***

- The site has been designed so that drainage off the paved yard is directed northward to the bioswale. This has been achieved without the necessity of having to significantly raise the grade to achieve an overall positive slope across the entire yard. On-site drainage utilizes a conventional gravity storm sewer system which carries the water to a pump chamber manhole near the north boundary. A pump inside the chamber delivers the water to the bioswale. The system has been engineered to handle storms up to a 10 year rain event. For larger events an overflow system discharges to the City storm drain and ensure that there is no back flooding onto the site.

***Covenant for Future Road Construction***

- The site plans show a covenant (Explanatory Plan BCP 5365) running east-west across the property. This covenant was placed on title to ensure that at some point in the future construction of a public roadway could be undertaken between No. 7 Road and Knox Way. The intent is to eventually take traffic off River Road which also serves as part of the City dike. The current proposal respects this covenant and does not alter this requirement in any way.

***Transportation & Vehicle Access***

- The main vehicle access to/from the site is off River Road. The proponent has indicated that none of its vehicles use River Road east of No. 7 Road which has weight restrictions on portions of No. 7 Road.
- All vehicle parking and container storage is contained on the subject property.
- No off site improvements are required for this development.

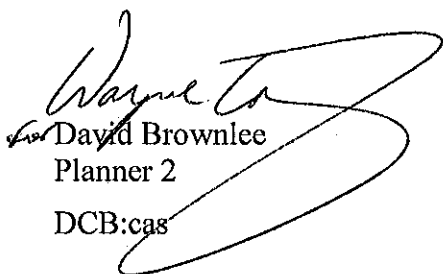
***Utilities Capacity Analysis***

- The site's only office space is serviced by a septic field system. There are no other sanitary connections from the site and no sanitary services in the vicinity to connect to.
- Storm water is handled via an open ditch system along the northern property line and via a smaller open ditch along the west side of No. 7 Road.
- The on-site offices, which were recently installed, are fully serviced for water needs.

Based upon the above considerations, a more detailed utilities capacity analysis was determined not to be required. A check on any additional water requirements for the site will occur during the building approvals review.

### Conclusions

The subject property has undergone significant alteration and environmental impact as a result of the activities on the site. Ray-Mont Logistics have taken a very proactive and progressive approach to addressing both their site specific needs (i.e. health, safety, efficiency) as well as promoting improvements to the overall environmental conditions for the benefit of habitat. Staff are recommending support for the Development Permit which would permit the construction of grain storage silos and pave a portion of the yard at 15900 River Road but also result in the installation of a bioswale and other compensation / habitat enhancement planting on the site.



David Brownlee  
Planner 2  
DCB:cas

### List of Attachments

- Attachment 1 Development Applications Data Sheet
- Attachment 2 Dept. of Fisheries & Oceans – Advice Letter dated June 19, 2009
- Attachment 3 Development Permit Conditions Letter



## City of Richmond

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

## Development Application Data Sheet Development Applications Division

**DP 09-476289**

**Attachment 1**

Address: 15900 River Road

Applicant: Ray-Mont Logistics Ltd.

Owner: Same

Planning Area(s): East Richmond

	Existing	Proposed
<b>Site Area:</b>	23,290 m <sup>2</sup>	Same
<b>Land Uses:</b>	Industrial - grain transloading facility	Same
<b>OCP Designation:</b>	Business and Industry	Same
<b>Zoning:</b>	Light Industrial District (I2)	Same Zoning – uses are pre-existing non-conforming based upon the history of the site.
<b>Other Designations</b>	Environmentally Sensitive Area and Riparian Management Area Designations encroaching onto site	Same. Adjustments to the ESA designation will be made through the upcoming OCP and ESA updates.

	Bylaw Requirement	Proposed	Variance
<b>Floor Area Ratio:</b>	1.0	N/A no habitable buildings will be added by this application	None permitted
<b>Lot Coverage:</b>	Max. 0.60%	N/A as above	None
<b>Setback – road</b>	Min. 6 m	> 6 m	





Fisheries and Oceans  
Canada

Pêches et Océans  
Canada

Oceans, Habitat and Enhancement Branch

Lower Fraser Area  
Unit 3 - 100 Annacis Parkway (Annacis Island)  
Delta, BC V3M 6A2

June 19, 2009

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

Attention: Lesley Douglas, B.Sc., R.P.Bio.,  
Assistant Manager, Environmental Programs

**RE: Ray-Mont Logistics at 15900 River Road, Richmond, BC**

Dear Lesley:

Reference is made to the following information that the City of Richmond has provided to Fisheries and Oceans Canada for review:

- a) the Catherine Berris Associates Inc. letter report dated June 12, 2009 regarding "Environmentally Sensitive Area Compensation Planting Plans for Development Permit Application at 15900 River Road, Richmond" and attachments.
- b) the Pottinger Gaherty Environmental Consultants Ltd. report "Environmental Overview Assessment. 15900 River Road, Richmond, BC" dated June 2009.

Based upon the above information, Fisheries and Oceans Canada (DFO) understands that Ray-Mont Logistics is proposing to develop their site at 15900 River Road, Richmond, BC. As part of the development, Ray-Mont Logistics is proposing to:

- Retain existing trees at eastern property line along No. 7 Road ditch.
- Plant six compensation trees for the three trees removed.
- Remove invasive species beyond the property line along No. 7 Road ditch.
- Provide a 20 ft. (6 m) natural vegetation buffer of native vegetation to increase the natural habitat along No. 7 Road ditch.
- Provide a 49.2 ft. (15 m RMA) natural vegetation buffer of native aquatic and terrestrial vegetation that will provide habitat along River Road.
- Create a bioswale within the natural vegetation buffer to increase the amount and diversity of habitat and improve the stormwater quality entering the ditch along River Road.
- Construct a protective fencing along the southern edge of the River Road RMA.

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Canada

Please be advised that, on the understanding that the foregoing points accurately reflect the subject proposal, it is the opinion of DFO that the potential adverse impacts to fish and fish habitat resulting from the proposed works as described above can be mitigated through the application of appropriate criteria. The following measures are intended to prevent or avoid any potentially harmful effects to fish and fish habitat:

1. Ray-Mont Logistics acknowledges that all plans and specifications relating to the subject project have been duly prepared and reviewed by appropriate professionals working on its behalf. Ray-Mont Logistics further acknowledges that it is solely responsible for all planning, safety and workmanship aspects of all the works associated with the subject project.
2. The works shall be as described above in this letter and as described and/or shown in the above referenced information regarding the subject proposal.
3. Ray-Mont Logistics shall ensure that all work associated with the subject proposal complies with the requirements of the *Fisheries Act* and any other applicable laws and regulations.
4. All heavy equipment or machinery shall operate from the upland and not from the bank or waters of any watercourse.
5. The release of sediment or sediment-laden water into the aquatic environment is to be minimized during the works, which includes, but is not limited to, excavation works, fill placement, upland disposal of excavated material, etc. In this regard, the works should address the applicable water quality criteria as described in the British Columbia Water Quality Guidelines (Criteria): 2006 Edition produced by BC Ministry of Environment ([http://www.env.gov.bc.ca/wat/wq/BCguidelines/approv\\_wq\\_guide/approved.html](http://www.env.gov.bc.ca/wat/wq/BCguidelines/approv_wq_guide/approved.html)) especially with respect to turbidity and suspended sediment.
6. Preservatives, paints, hydrocarbon products (e.g., fuel, oil, hydraulic fluid, lubricants), and any other substances deleterious to fish or aquatic life are to be prevented from directly or indirectly entering fish-bearing watercourses or the No. 7 Road ditch or River Road ditch at any time during the works.
7. All machinery used at the site must be clean, in good operating condition and free of excess oil and grease.
8. There shall be no fuelling of equipment, or storage of hydrocarbon products (e.g., fuel, oil, hydraulic fluid, lubricants) within 15 metres from the top of bank of any watercourse. Further, all hydrocarbon products kept at the work site shall be appropriately contained and handled in compliance with all applicable guidelines, legislation, and best management practices.
9. An appropriate, spill prevention, containment, and cleanup contingency plan for hydrocarbon products (e.g., fuel, oil, hydraulic fluid, lubricants), and all other deleterious substances that may be used for the project shall be put in place prior to work commencing at the site, and appropriate containment and clean up materials shall be kept available onsite throughout the course of work on the project.
10. Natural vegetation buffers are to be established as per the information provided. Further, all planted vegetation is to be monitored for survival and growth on an annual basis during the growing season for at least three years after planting. Monitoring is to be conducted by a qualified environmental consultant and a written report to be provided to DFO (to the attention of B. Naito) within 3 months of each annual monitoring.

If the monitoring determines that greater than 5% of any of the planted vegetation has failed to survive, remedial works, including but not limited to further planting, must be undertaken to replace the planted vegetation that have failed to survive and to ensure the long-term survival of all vegetation planted. If remedial works are undertaken, the planted vegetation is to be monitored for survival and growth on an annual basis for a further two years after the remedial works are undertaken.

Once the planting has been completed, the planted area and the planted vegetation are not to be significantly disturbed (e.g. no dumping, landfilling or plant removal is to take place in the planted area). The one exception is if the planted area or planted vegetation needs to be disturbed in order to undertake remedial works to ensure the planted area continues to exist as designed and the planted vegetation survives and grows over the long-term.

*Please note that, for riparian planting areas not on property owned by Ray-Mont Logistics, permission for the planting of riparian vegetation must be obtained from the applicable property owner (e.g. the City of Richmond) prior to the initiation of any planting works.*

11. All stormwater and surface run off associated with the proposal shall be collected and treated using best available practices and as necessary to prevent the release, either directly or indirectly, of sediment, sediment laden water, turbid water, and deleterious substances (i.e., substances harmful to fish) to the aquatic environment. This includes during both the period of construction, as well as following completion of the project. This management of stormwater and surface run off shall be implemented and carried out using best available practices and in compliance with all applicable legislation.
12. All works shall be carried out in such a manner so as to avoid any adverse impact on fish or fish habitat. If such impact occurs Fisheries and Oceans Canada reserves the right to immediately suspend or alter operations and the proponent shall undertake, at their own expense, any compensatory and/or remedial works deemed necessary by Fisheries and Oceans Canada to ensure a "no net loss" in the productive capacity of local fish habitat.
13. Ray-Mont Logistics should be reminded of its obligation to comply at all times with Section 36 of the *Fisheries Act*, which specifically prohibits the direct or indirect deposit of a deleterious substance into fish-bearing waters such as the Fraser River or ditches along No. 7 Road or River Road. Due diligence is required at all times to prevent such a deposit, and adherence to the mitigation measures in this letter does not in itself relieve Ray-Mont Logistics of this ongoing obligation.
14. The Fisheries and Oceans Canada Conservation and Protection Field Supervisor for Coastal Fraser South in Steveston, BC (tel. 604-664-9250 / Facs. (604) 664-9255) is to be notified at least two (2) days prior to the commencement of the works.
15. It is understood that by proceeding with these works, Ray-Mont Logistics and/or its agents and/or contractors shall have indicated that they understand and have agreed to the foregoing conditions. In this regard, a copy of this letter of advice regarding this project is to be provided to any contractor(s) prior to work commencing. In addition, a copy of this letter of advice is to be retained on site at all times when the subject works are underway.


Please note that this letter is only valid until **July 01, 2010**. After this expiry date, this letter will be void, no longer valid and a new application for review will be required. This will ensure that the proposed works will conform to current environmental management policy, guidelines and legislation

Please note that this letter of advice should not be taken to imply approval of the subject works in accordance with the habitat protection provisions of the *Fisheries Act*. If harmful alteration, disruption or destruction of fish habitat occurs as a result of the subject proposed works or failure to implement the additional measures specified above, contravention of subsection 35(1) of the *Fisheries Act* could occur.

This letter is with respect to fish and fish habitat only and for no other purposes. This letter does not purport to release Ray-Mont Logistics from any obligation to obtain permission from or to comply with the requirements of any other agency that may have jurisdiction in this matter.

Should you have any questions or require further information, please do not hesitate to contact me at Tel: (604) 666-8190.

Sincerely,



Brian Naito  
Habitat Biologist

cc: D. Brownlee, City of Richmond (via email)

DFO C&P Field Supervisor Coastal Fraser South, Steveston, BC (via email)

**Development Permit Considerations**  
**15900 River Road**  
**DP 09-476289**

Prior to final adoption of the Development Permit, the developer is required to complete the following:

1. Receipt of a Letter-of-Credit for landscaping in the amount of \$ 44,453.74 (based upon the sealed estimate provided by the Landscape Architect).
2. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.0m GSC.
3. Registration of a legal agreement on title for the protection of the compensation and enhancement areas as shown in the site Planting Plan and the Compensation Plan. Submission of a reference plan prepared by a registered surveyor showing the restrictive covenant area will be required to facilitate the preparation of the above legal agreement.
4. Registration of a legal agreement on title ensuring that the owners of the property are responsible for maintaining the bioswale and the sediment trap in working condition and good repair.
5. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to the issuance of permits for any construction activities, including building demolition, occurring onsite.
6. Prior to Building Permit Issuance, submission of a Construction Parking and Traffic Management Plan to the Transportation Division if required. 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.

Note:

- \* Building Permit 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.

[ *Signed Original On File* ]

Signed

Date



**No. DP 09-476289**

To the Holder: RAY-MONT LOGISTICS  
Property Address: 15900 RIVER ROAD  
Address: 15900 RIVER ROAD, RICHMOND B.C. V6V 1L5

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1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #2b attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$44,453.74 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

**Development Permit**

**No. DP 09-476289**

To the Holder: RAY-MONT LOGISTICS

Property Address: 15900 RIVER ROAD

Address: 15900 RIVER ROAD, RICHMOND B.C. V6V 1L5

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7. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.  
DAY OF

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

\_\_\_\_\_  
MAYOR



# City of Richmond

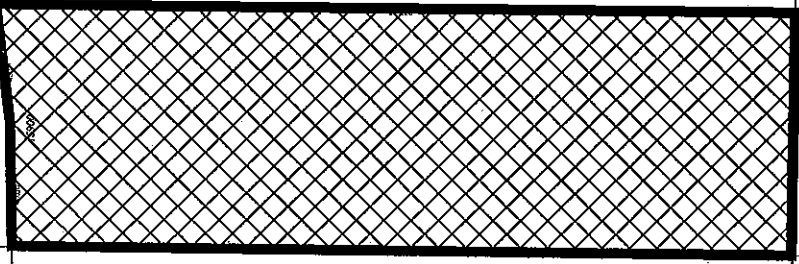
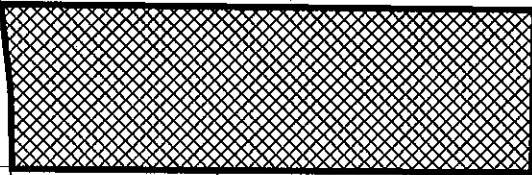
North Arm Fraser River

SPU

RIVER RD

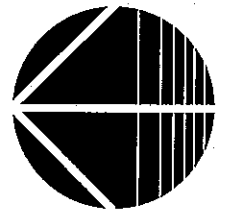
SITE

NO. 7 RD



NO. 7 RD

RIVER RD



## DP 09-476289 SCHEDULE "A"

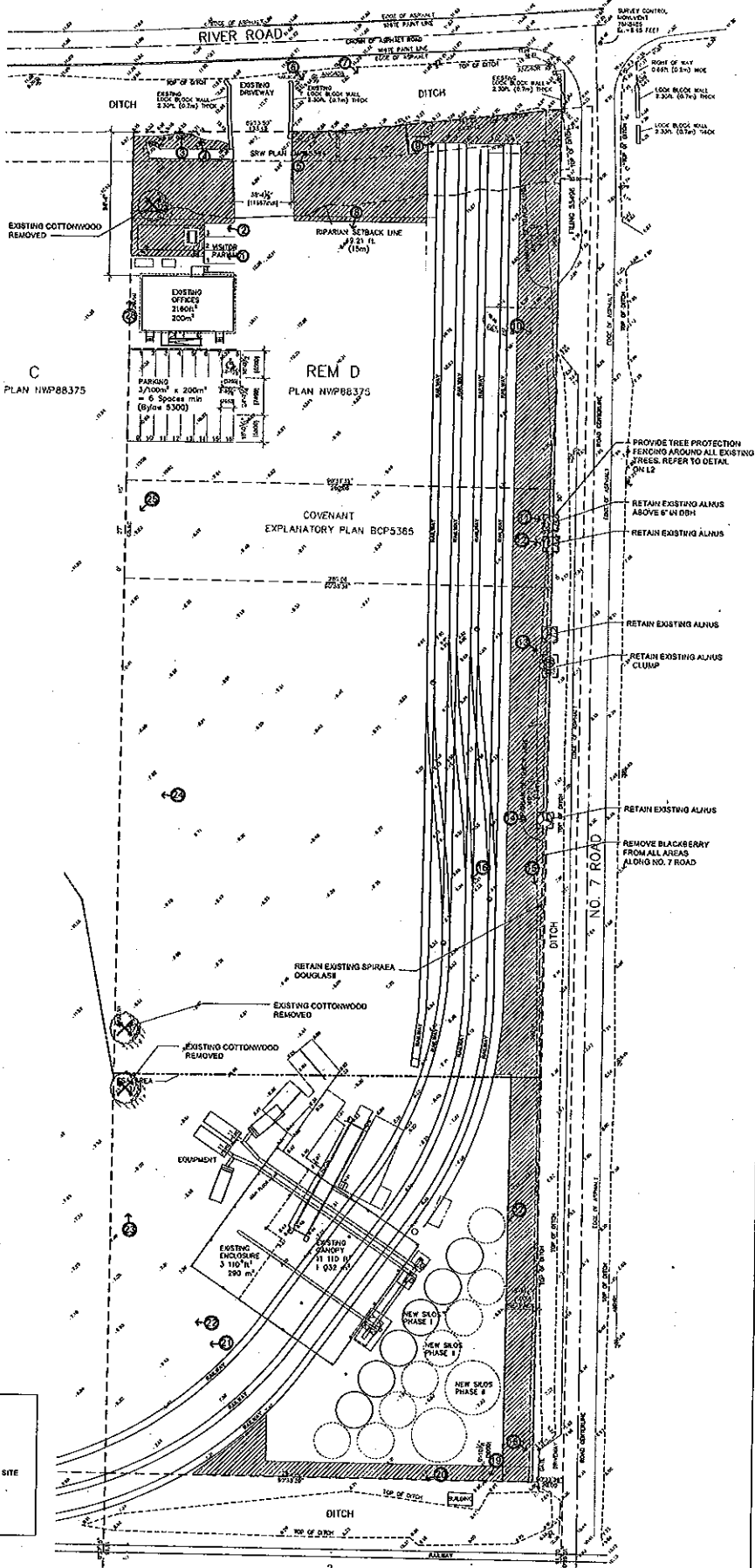
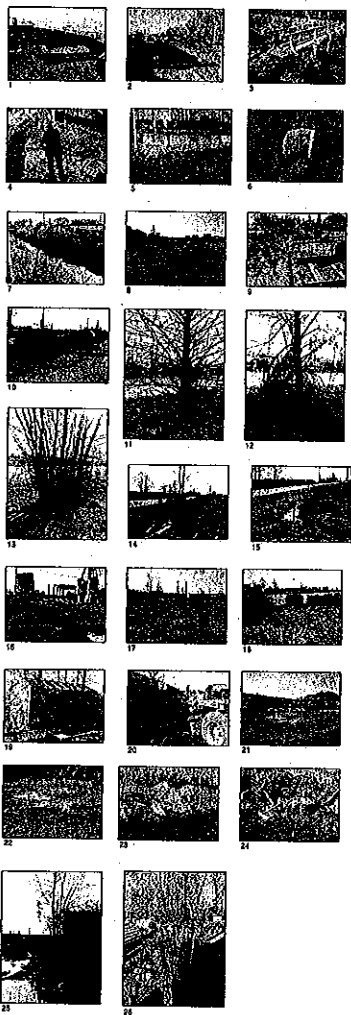
Original Date: 06/18/09

Revision Date:

Note: Dimensions are in METRES







**NOTE:**  
 REFER TO TREE ASSESSMENT REPORT DATED JULY 13, 2008 PREPARED BY TREE TECH CONSULTING FOR DETAILS OF EXISTING COTTONWOOD REMOVAL  
**COMPENSATION CALCULATIONS**  
 ESA AREA = 74905 FT<sup>2</sup>  
 ESA 1999 AREA = 30655 FT<sup>2</sup>  
 TOTAL REPLANTING AREA = 34932 FT<sup>2</sup>

**KEY:**

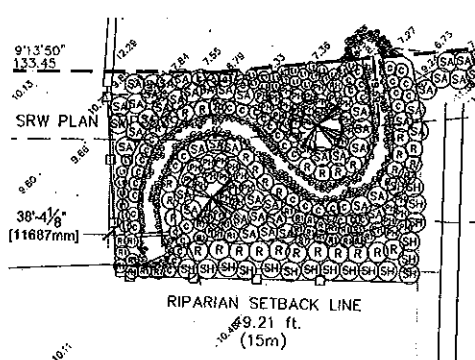
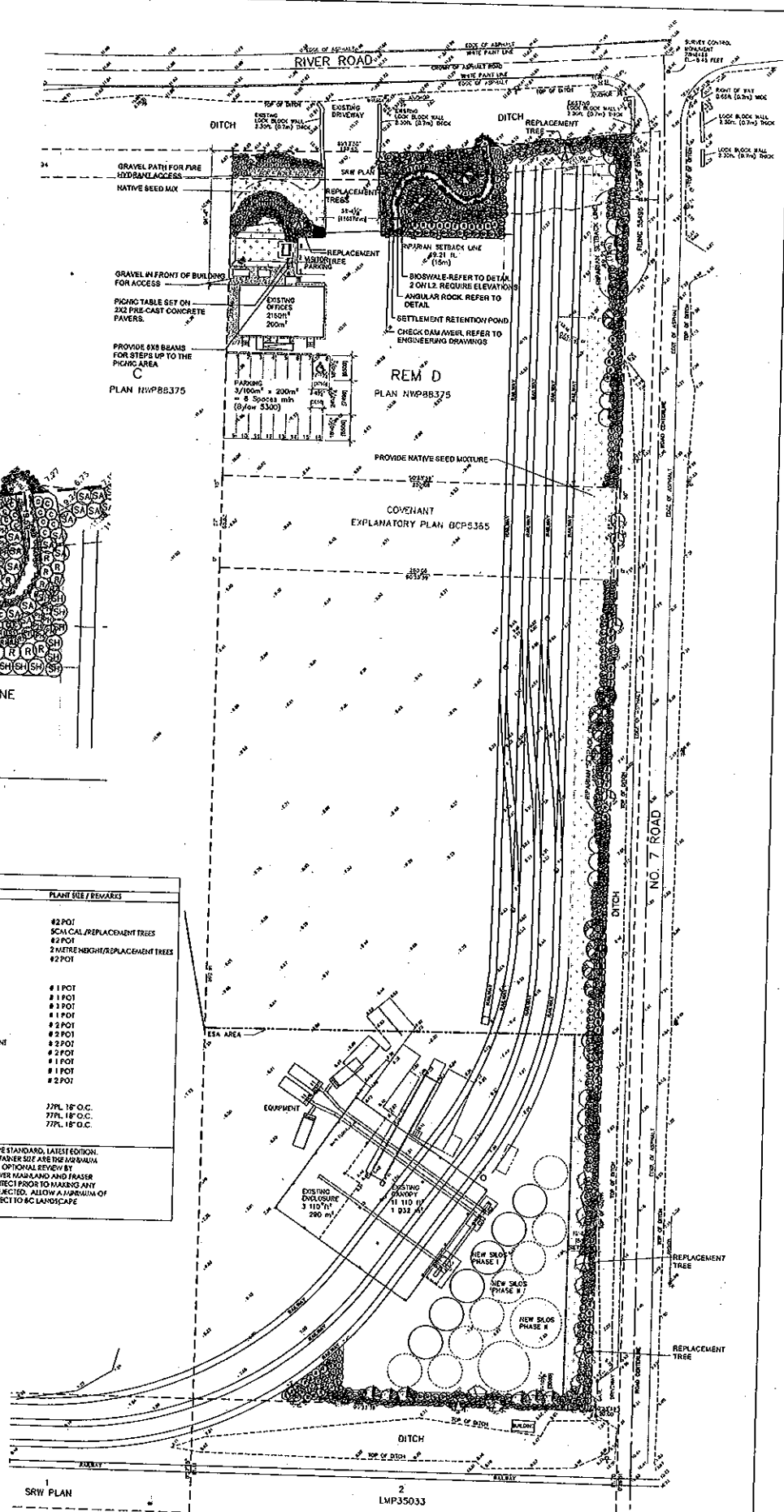
- DIRECTION OF PHOTOS
- EXISTING TREES
- EXISTING TREES REMOVED FROM SITE
- COMPENSATION PLANTING AREA

PROJECT <b>RIVER ROAD INDUSTRIAL DEVELOPMENT</b> 1910 River Road Richmond, B.C.	DRAWN BY DATE	CHECKED BY DATE	PROJECT TITLE <b>ESA COMPENSATION PLAN AND SITE PHOTOS</b>	SCALE SHEET NO. OF TOTAL SHEETS	DATE: July 28, 2008	DRAWN BY:
					SCALE: 1/8" = 1'-0"	SHEET: 12

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 09476289

PLAN # 2a

JUL 15 2009



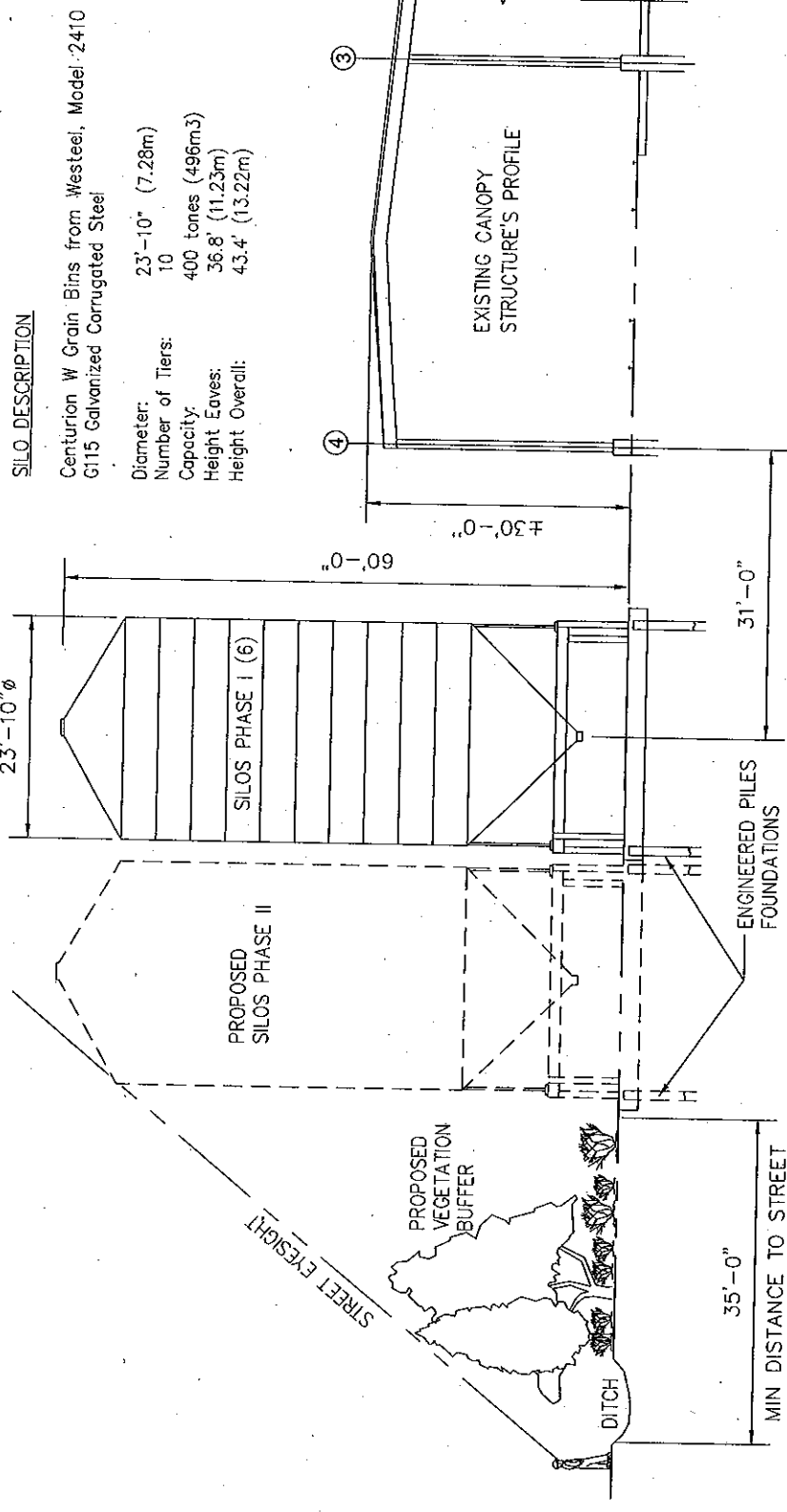
**1 BIOSWALE PLANTING ENLARGEMENT**

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANT SIZE / REMARKS
<b>TREE</b>				
15		ALNUS RUBRA	RED ALDER	#2 POT
2		POPULUS TRICHOCARPA	BLACK COTONWOOD	50% CAL REPLACEMENT TREES
10		POPULUS TRICHOCARPA	BLACK COTONWOOD	#2 POT
4		PRINUS RESINOSA	DOUGLASS FIR	2 METRE HEIGHT REPLACEMENT TREES
23		PSUDOTSUGA AMERENSIS	DOUGLASS FIR	#2 POT
<b>SHRUB</b>				
175		CORNUS SERICEA	RED OSIER DOGWOOD	#1 POT
27		GAULTHERIA SHALLOX	SALAL	#1 POT
36		IRIPNIS FOLIOLIFOLIUS	LARGE LEAVED LUPINE	#3 POT
20		POLEDOXIPUS LEMOS	HOCK ORANGE	#1 POT
57		PHYSCOPARUS CAPITATUS	PACIFIC HONOLIKE	#2 POT
82		RUBUS SPECTABILIS	SALMONBERRY	#2 POT
15		RUBUS SANQUINIVUM	RED FLOWERING CURRANT	#2 POT
45		ROSA PRINCEPSA	SWAMP ROSE	#2 POT
141		SALIX MICHEXENSIS	SITKA WILLOW	#1 POT
28		SALIX HOOKERIANA	HOOKERS WILLOW	#1 POT
25		SPIRAEA DOUGLASSI	HARDHACK	#2 POT
<b>BIOSWALE PLANTS</b>				
84		CAREX OSHRIPTA	SLOUGH SEDGE	77PL. 18" O.C.
106		EQUISETUM HYEMALE	SCOURING RUSH	77PL. 18" O.C.
58		RANUNCULUS EFFUSUS	COMMON RUSH	77PL. 18" O.C.

NOTES: \* PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CHITA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. \* SEARCH AND REVIEW MAKE PLANT MATERIALS AVAILABLE FOR OPTIMAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. \* SUBSTITUTIONS: CREATING WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD - DETERMINATION OF CONDITIONS OF AVAILABILITY.

NOTE:  
REMOVE BLACKBERRY ALONG NO. 7 ROAD. REFER TO ENVIRONMENTAL REPORT FOR DETAILS

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SILO DESCRIPTION

Centurion W Grain Bins from Westeel, Model: 2410  
G115 Galvanized Corrugated Steel

- Diameter: 23'-10" (7.28m)
- Number of Tiers: 10
- Capacity: 400 tones (496m<sup>3</sup>)
- Height Eaves: 36.8' (11.23m)
- Height Overall: 43.4' (13.22m)

2009-06-22  
1/1

PRELIMINARY DRAWING - DP 09-476289  
NEW SILOS - PHASE I  
SCALE: 1/8" = 1'-0"

RAY-MONT LOGISTICS  
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