



**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** June 8, 2022  
**File:** RZ 21-928623

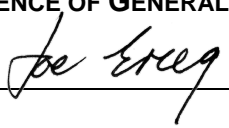
**Re:** Application by Farrell Estates Ltd. for Rezoning at 6831 Graybar Road, 20455 Dyke Road, 20911 Dyke Road, 7500 No. 9 Road, Lot A Block 4N Plan EPP113853 Section 9 Range 4W New Westminster Land District & SEC 16, 17, 20 (031-553-231) and a portion of Graybar Road from the "Industrial and Marina (ZI17) – Graybar Road (East Richmond", "Industrial Business Park (IB1)", and "Light Industrial (IL)" Zones to the "Industrial Business Park and Marina (ZI20) – Graybar Road (East Richmond)" Zone

**Staff Recommendation**

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10336 to:
  - a) create the "Industrial Business Park and Marina (ZI20) – Graybar Road (East Richmond)" zone, and to rezone 6831 Graybar Road, 20455 Dyke Road, 20911 Dyke Road, 7500 No. 9 Road, Lot A Block 4N Plan EPP113853 Section 9 Range 4W New Westminster Land District & SEC 16, 17, 20 (PID 031-553-231), and a portion of Graybar Road from the "Industrial and Marina (ZI17) – Graybar Road (East Richmond)", "Industrial Business Park (IB1)", and "Light Industrial (IL)" zones to the "Industrial Business Park and Marina (ZI20) – Graybar Road (East Richmond)" zone be introduced and given first reading; and,
  - b) discharge "Land Use Contract 127", entered in to pursuant to "Farrell Estates Ltd. Land Use Contract Bylaw No. 3613 (RD85962)", from the title of 6831 Graybar Road:  
  
be introduced and given first reading.

  
Wayne Craig  
Director, Development  
(604-247-4625)

WC/JR:blg  
Att. 6

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

## Staff Report

### Origin

Farrell Estates Ltd. (Director: Terry McPhail) has applied to the City of Richmond to discharge Land Use Contract 127 from 6831 Graybar Road, and to rezone 6831 Graybar Road, 20455 Dyke Road, 20911 Dyke Road, 7500 No. 9 Road, Lot A Block 4N Plan EPP113853 Section 9 Range 4W New Westminster Land District & SEC 16, 17, 20 (PID 031-553-231) and a portion of Graybar Road from the “Industrial and Marina (ZI17) – Graybar Road (East Richmond)”, “Industrial Business Park (IB1)”, and “Light Industrial (IL)” zones to the new site-specific “Industrial Business Park and Marina (ZI20) – Graybar Road (East Richmond)” zone, to permit a light industrial development and boat yard. A location map and aerial photo are provided in Attachment 1. A site survey and draft subdivision plan is provided in Attachment 2.

The subject Land Use Contract (LUC) 127 was registered on 6831 Graybar Road and other properties on Graybar Road at the time of the subdivision of the area in 1979. The *Local Government Act* provides that all LUCs will expire on June 30, 2024 and requires municipalities to establish underlying zoning for LUC properties. The underlying zoning for this property is “Industrial and Marina (ZI17) – Graybar Road (East Richmond)”, which was established by the adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9993 on May 21, 2019.

The owner has applied to discharge LUC 127 from the subject site and rezone to a new site specific zone, so that the entire development site would be subject to the same zoning regulations. The applicant proposes to consolidate the properties into two lots and construct a multi-phase (5 phase) light industrial development consisting of two two-storey buildings (Phase 1 and 2), and three additional buildings in undetermined future phases (Phases 3-5) (see Attachment 3).

### Findings of Fact

The subject site is currently operating as a boat yard/marina and contains an existing 1,551 m<sup>2</sup> (16,700 ft<sup>2</sup>) building and additional structures (including tents, and Quonset huts) which are proposed to be retained in the interim. A Development Application Data Sheet providing details about the development proposal is provided in Attachment 4.

### Surrounding Development

Development immediately surrounding the subject is generally as follows:

- To the North: Two-storey light industrial buildings on a property governed by Land Use Contract 127 and with underlying zoning of “Industrial and Marina (ZI17) – Graybar Road (East Richmond)” at 6751/6753/6755 Graybar Road; two-storey light industrial buildings on a property zoned “Industrial Business Park (IB1)” at 6700 McMillan Way; the McMillan Way cul-de-sac; and a farm on a property zoned “Agriculture (AG1)” at 20500 Westminster Highway.
- To the South: Dyke Road and the south arm of the Fraser River, which includes a marina associated with the boat yard on the subject site.

- To the East: A two-storey building on a property governed by Land Use Contract 127 and with underlying zoning of “Industrial and Marina (ZI17) – Graybar Road (East Richmond)” at 6911 Graybar Road. Across Graybar Road, three-storey light industrial and office buildings on a property zoned “Industrial Business Park (IB1)”.
- To the West: An active rail right-of-way (ROW) and undeveloped properties zoned “Agriculture (AG1)” and “Light Industrial (IL)”.

## **Related Policies & Studies**

### Official Community Plan

The subject properties are located in the East Richmond planning area and have two land use designations in the Official Community Plan (OCP) as shown in Attachment 5.

- 7500 No. 9 Road, 20455 Dyke Road, and the west half of PID 031-553-231 are designated “Industrial”, which supports a range of industrial uses.
- 20911 Dyke Road, 6831 Graybar Road, the east half of PID 031-553-231 and a portion of Graybar Road are designated “Mixed Employment”, which would support a range of industrial and commercial uses.

The proposed site specific zone would restrict limited commercial uses to the east half of the site only, consistent with the OCP “Mixed Employment” land use designation.

### Agricultural Land Reserve (ALR) Buffer Zone

The west portion of the subject site abuts property in the Agricultural Land Reserve (ALR). A Development Permit will be required to ensure an adequate landscape buffer is provided on the subject site to mitigate the impact of the development on adjacent farm properties. The applicant has proposed a 5.0 m buffer along the portion of the property adjacent to the lands within the ALR.

Prior to final adoption of the rezoning bylaw, the applicant will be required to register a legal agreement on title to identify the ALR buffer zone, ensure that the landscaping is not removed, and address public awareness of the potential impacts of agricultural activities such as noise, dust, and odour.

### Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. The subject site is located in an area with a designated Flood Construction level of 3.5 GSC. Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.

## **Public Consultation**

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

## **Analysis**

### Proposed Road Closure

The subject site consists of four separate properties along the dike, a portion of the former CN Rail right-of-way (ROW), and an unopened road parcel located between the subject site and the property to the north (6751-6755 Graybar Road).

The applicant is required to enter into a purchase and sale agreement with the City for the purchase of the unopened road allowance of approximately 1,237 m<sup>2</sup> (13,300 ft<sup>2</sup>) in size. The primary business terms of the purchase and sales agreement for the unopened road allowance have been previously endorsed by Council; however, a separate road closure bylaw will be brought forward to Council in a separate report from the Director, Real Estate Services.

### Land Use Contract 127

6831 Graybar Road is governed by Land Use Contract 127, which is set to automatically expire on June 30, 2024 and be replaced with the underlying “Industrial and Marina (ZI17) – Graybar Road (East Richmond)” zone. The underlying zoning for this property is “Industrial and Marina (ZI17) – Graybar Road (East Richmond)”, which was established by the adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9993 on May 21, 2019.

The owner has requested to discharge LUC 127 from the subject site and rezone to a new site specific zone, so that the new development site would be subject to the same site specific zoning regulations.

### Existing Legal Encumbrances

There are various City and third party utility Statutory Right-of-Way (SRW) agreements registered on title, which include municipal water, sanitary sewer, and storm sewer lines. New and expanded SRWs are required for the municipal utilities, and are to be 6.0 m centered on the utility line. These SRWs will be secured prior to rezoning bylaw adoption.

A BC Hydro SRW containing overhead transmission lines runs the length of the site. The proposed drive aisle and parking would be in the SRW. The applicant has confirmed that the proposed development is consistent with the terms of the hydro SRW.

### Proposed Zone

The proposed rezoning would result in a single zone for the entire subject site, which is currently governed by a Land Use Contract and three different industrial zones (IL, IB1 and ZI17). The rezoning would not result in any additional floor area ratio (FAR) over what is currently permitted (i.e. a maximum of 1.0 FAR).

A site-specific zone is proposed to address the unique location of the subject site along the waterfront and the two OCP land use designations. The proposed zone is based on the standard “Industrial Business Park (IB1)” zone, but includes land uses permitted in the site-specific “Industrial and Marina (ZI17) – Graybar Road (East Richmond)” zone. These additional uses would be marine-oriented to allow for the continued operation of the boat yard.

Certain land uses, including stand alone office, are proposed to be permitted only in the east portion of the site, which is designated “Mixed Employment” in the OCP, whereas the west portion of the site is proposed be limited to industrial land uses consistent with the “Industrial” OCP land use designation.

### Development Phasing

The applicant proposes to redevelop the subject site in five phases. Phases 1 and 2 consist of two light industrial buildings totalling 18,448 m<sup>2</sup> (198,571 ft<sup>2</sup>) and are proposed on the former CN rail right-of-way and Graybar Road parcel. Phases 3-5 which would add additional light industrial uses, are proposed on the existing boat yard. Concept plans are provided in Attachment 3, which include both a phasing plan for the entire site and more detailed site plans for Phases 1 and 2. The phasing plan is provided as a concept only, as the applicant does not anticipate construction of Phases 3-5 in the near term. Further, there will be no change to the existing site condition along the southern limits of the property.

Prior to zoning bylaw adoption, the applicant is required to enter into an agreement, registered on title, to ensure that no new construction of buildings or structures which would generate new floor area, or changes to the existing site condition occurs within 50.0 m of the south property line abutting Dyke Road (i.e. Phases 3-5) until such time as:

- the applicant submits a Transportation Impact Assessment to the satisfaction of the Director, Transportation for approval;
- enters into a Servicing Agreement for site servicing works and frontage improvements, including watermain replacement along the Dyke Road frontage
- provision of a minimum 3.0 m wide pedestrian walkway between McMillan Way and the dike and secured through a statutory right of way providing public right-of-passage; and,
- completion of upgrades to the existing dike through a Servicing Agreement.

### Built Form and Site Planning

The proposed light industrial development consists of five phases, however only two phases are planned for the immediate future. The first two phases would result in the construction of two buildings totalling 16,897 m<sup>2</sup> (181,871 ft<sup>2</sup>) on the north side of the subject site in addition to the existing 1,551 m<sup>2</sup> (16,700 ft<sup>2</sup>) existing building on the property, generally as shown in Attachment 3. Both new buildings (Phases 1 and 2) would contain two-storey light industrial units fronting the internal drive aisle and the proposed parking.

The applicant anticipates redevelopment of the south portion of the site (Phase 3-5) as part of a longer term vision for the property. Future phases of development would be organized around a widened central drive isle running east-west and providing access for larger vehicles and parking. This rezoning application would provide for continued operation of the existing boat yard in the interim.

### Transportation and Site Access

Vehicle and pedestrian access is proposed from the McMillan Way cul-de-sac and Graybar Road. A single drive aisle would connect the McMillan Way and Graybar Road driveways, allowing access through the site to either street. Vehicular access to the existing boat yard is currently provided via Graybar Road and Dyke Road and is proposed to remain in place. Upon redevelopment of the south side of the subject site (Phases 3-5) additional access is proposed from Dyke Road. The applicant provided a Traffic Impact Assessment to support their application, the findings of which have been reviewed and accepted by the Transportation Department.

An informal pedestrian connection is currently located on the subject site (within the former CN Rail parcel). In recognition of this, the applicant has agreed to provide a formal access through their site as part of Phase 1 which would connect McMillian Way to Graybar Road and ultimately to the waterfront. This connection is secured through a statutory right-of-way providing public rights of passage for pedestrians over the walkway and sidewalk adjacent to the south side of Building 1.

A more direct connection from McMillan to Dyke Road would be formalized as part of the development of Phases 3-5 as a formal connection cannot be provided at this time while the boat yard is in operation due to security and public safety concerns. This direction connection will be designed to provide a 3.0 m wide defined pedestrian pathway connect McMillan Way to Dyke Road, and is to be secured through a statutory right-of-way providing public rights of passage for pedestrians. Design of the walkway will be completed as part of the Servicing Agreement works required for Phases 3-5.

### Encroachments on Dyke Road

A number of the existing structures on the subject property have been found to extend beyond the developer's property boundary and are encroaching onto City property and Dyke Road. In addition, there are a number of parking stalls and loading facilities (including areas used to transporting boats between the subject site and the river) that are associated with the use of the subject property but which are located on City lands and Dike Road.

City staff have reviewed the encroachments and the use of the parking located on City lands with the applicant. These encroachments do not impact the functionality or safe operation of vehicles on Dyke Road. Prior to rezoning bylaw adoption the owner shall enter into a License Agreement with the City for the use of any parking and loading facilities (including areas used for the operation of gantry cranes) located on City lands and the Dike Road right-of-way across the frontage of the subject site to the satisfaction of the City.

In addition, prior to zoning bylaw adoption, the owner shall obtain the City's acceptance and enter into an encroachment agreement for the portion of existing structures located on City lands and the Dike Road right-of-way to the satisfaction of the City. The primary business terms of such agreement, amongst other matters, shall include the removal of the encroaching structures at the City's request and at the expense of the owner, compensation to be provided to the City for the occupation of the portion of the structure encroaching on City property at fair market value to be paid to the City annually.

### Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 114 bylaw-sized trees on the subject property and 16 City trees on the portion of Graybar Road proposed to be acquired by the applicant, 31 trees located on neighbouring properties, and two (2) street trees on City property (McMillan Way).

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- Four (4) trees located on site along the Graybar Road frontage, specifically (tag #7988, 7989, 7990 & 7991) are identified to be retained and protected.
- 110 trees located on site, within the former CN Rail parcel, are in conflict with the proposed development and identified to be removed and replaced. These trees are primary Cottonwood and Birch.
- A total of 16 trees (tag #City1-City16) on the portion of Graybar Road to be acquired by the developer have been identified as candidates for relocation. The applicant has proposed to relocate all of the 16 trees to other properties they control in the immediate area.
- A total of 17 trees located on the adjacent property at 6751 Graybar Road and five (5) trees located on 7920 No 9 Road are identified to be retained and protected. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Seven (7) trees located on the adjacent property at 6751 Graybar Road (tag #OS1, OS2, OS4, OS8, OS9, OS11, OS13) are recommended for removal due to conflicts with the proposed Building 1. The neighbouring strata council has consented to the removal and planting plan provided by the applicant (attachment 6).
- Two (2) trees located on the adjacent property at 6751 Graybar Road (tag #OS16 and OS17) are recommended to be relocated to the frontage of the same property (See Attachment 7).
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Two (2) trees on City property (tag #2103 and 2180) along the McMillan Way cul-de-sac frontage have been reviewed by Parks Department staff, with the following comments:

- Tag #2103 – Tree is in good health and condition. It is lifting up concrete sidewalk panels. Remedial action will be detrimental to the tree health. Conflicts with frontage works. Recommend removal. \$1500 required in compensation.
- Tag #2108 - Tree is in good health and condition. It is lifting up concrete sidewalk panels. Remedial action will be detrimental to the tree health. Conflicts with frontage works. Recommend removal. \$1500 required in compensation.

#### *Tree Protection*

Four (4) on-site trees (tag #7988-7991) and 17 trees located on the neighbouring property at 6751 Graybar Road (tag #OS3, 5-7, 10, 12, 14, 15, 18-26) and five (5) trees located on 7920 No 9 Road (tag #1542-1546) are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 7). To ensure that the trees identified for retention are protected at the development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

#### *Tree Replacement*

The applicant wishes to remove 110 on-site trees which have been identified by the project arborist as being in high risk, poor or moderate health and in conflict with the proposed building envelope and associated ground densification works. The 2:1 replacement ratio for on-site tree replacement would require a total of 220 replacement trees. The applicant has submitted a preliminary landscape plan (Attachment 7) identifying 53 trees to be planted as part of Phase 1 and 46 trees as part of Phase 2 (including within the proposed ALR Buffer area). The required replacement trees are to be a minimum 8 cm caliper deciduous or 4 m tall coniferous species, as per Tree Protection Bylaw No. 8057.

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$96,000.00 to the City's Tree Compensation Fund in lieu of the remaining 128 (220+7-53-46 = 128) trees that have not been accommodated as part of the preliminary landscape design of Phase 1 and Phase 2.

#### *Tree Relocation*



The applicant wishes to relocate 16 trees (tag #City1-City16) located on the portion of Graybar Road proposed to be acquired by the developer to other properties the applicant controls in the immediate area. The proposed location is identified in their preliminary landscape plan (Attachment 3).

The applicant wishes to relocate two (2) Japanese Maple trees (tag #OS16 and OS17) and remove seven (7) Black Pine trees (tag #OS1, 2, 4, 8, 9, 11, 13) located on the neighbouring property at 6751 Graybar Road which conflict with the proposed development. The applicant has agreed to plant seven (7) new omorika spruce trees on the neighbouring property and provide an additional seven (7) replacement trees on the subject development site. The strata of the neighbouring property at 6751 Graybar Road has been consulted and provided their consent to the tree removal and replanting proposed for their property (Attachment 6).

Prior to rezoning bylaw adoption, the applicant is required to submit a Landscape Plan and cost estimate for Phase 1 which shall incorporate the 53 on-site replacement trees, the seven (7) replacement trees to be planted on the neighbouring property, relocation of the two (2) Japanese maple trees located on 6791 Graybar Road, and the relocation of the 16 trees located on the portion of Graybar Road which is proposed to be acquired by the developer.

#### Public Art

Consistent with the City's Public Art policy, as a rezoning consideration the applicant will be making a voluntary contribution of approximately \$49,105.17 for Buildings 1 and 2 to the City's Public Art Fund. Additional voluntary contributions for Buildings 3-5 will be provided prior to building permit issuance at the rate applicable at the time of building permit issuance.

#### Sustainability

The applicant proposes to incorporate a number of sustainability and building energy efficiency features into the proposed development including:

- a minimum of 12 EV charging stations to be provided for each building (60 stations in total across all five Phases);
- rooftop solar photovoltaic panels capable of powering all landlord/common area electrical needs, including exterior lighting and lighting in mechanical and service areas;
- pre-ducting/conduit rough-in within each unit for future rooftop solar photovoltaic infrastructure as an alternative energy source for individual tenants; and,
- buildings are proposed to be constructed to achieve a minimum 10% better energy efficiency than the base building code requirement.

Prior to rezoning bylaw adoption, the applicant is required to enter into one or more agreements to ensure that development of the subject site proceeds in accordance with the above commitments.

#### Site Servicing and Frontage Improvements

The City's Ewen Road Drainage Pump Station, outlet and intake structure are partially located on the subject property. As a consideration of rezoning the applicant is required to dedicate lands

to the City at 7500 No 9 Road to access, operate and maintain the watercourse upstream of the Ewen Road Drainage Pump Station and the Ewen Road Drainage Pump Station outlet and intake structure.

Prior to issuance of a Building Permit for Phase 1 or 2, the applicant is required to enter into a Servicing Agreement for the design and construction of the required site servicing and frontage works as required and as described in Attachment 8. There are extensive engineering and servicing requirements associated with the proposed development that are subject to additional study and design as part of the Servicing Agreement process. These requirements include, but are not limited to:

- New 1.5 m sidewalk and landscaped boulevard on Graybar Road.
- New 1.5 m sidewalk on the south side of the McMillan Way cul-de-sac between the driveways for the subject site and 6700 McMillan Way.
- New hydrants, watermains and rights of ways, as applicable.
- An assessment of the existing storm water system and retention of existing storm sewers and additional rights of way as required.
- Retain the existing sanitary main and further assessment and upgrades of existing sanitary and pump station infrastructure as required.
- Raise and replace the existing forcemain that crosses from the marina into the development site.

Prior to issuance of any Building Permit for Phases 3-5, the applicant is required to enter into a Servicing Agreement for the design and construction of the required site servicing and frontage works as described in Attachment 8. These include, but are not limited to:

- Site servicing connections for water, sanitary and storm water.
- Raise and replace existing watermain and hydrants along Dyke Road frontage.
- Design and construction of a walkway and statutory rights of way to provide for a minimum 3.0 m wide statutory right of way providing public right of passage for pedestrian access between McMillan Way and Dyke Road.
- Dike raising along the entire site frontage (approximately 730.0 m in length), together with ditch in-fill and replacement of approximately 225 m of the existing storm sewer, and the reconstruction of Dyke Road.

#### Development Permit Review

As previously noted, Phase 2 (Building 2) abuts the Agricultural Land Reserve. A Development Permit is required to ensure an adequate landscape buffer is provided on the subject site to mitigate the impact of the development on adjacent farm properties. Specific issues to be addressed through that review will include:

- Assessing compliance with the Official Community Plan Development Permit Guidelines.
- A review of the proposed landscape Plant/tree selection, sizes, location and rational
- Additional landscape securities will be calculated to address the landscaping additions.
- A review of the proposed landscaping within the proposed 5.0 m ALR buffer.

## Financial Impact

The rezoning application results in an Operational Budget Impact of \$20,000.00 for off-site City Infrastructure (roadworks, waterworks, storm sewers and sanitary sewers upgrades, street lights and street trees).

To facilitate the proposed development, the applicant proposes to purchase a portion of Graybar Road for inclusion in the applicants' development site. The total approximate area of City lands proposed to be sold and included in the development site is 1,237 m<sup>2</sup> (13,300 ft<sup>2</sup>). As identified in the attached Rezoning Considerations (Attachment 8), 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.

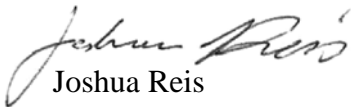
## Conclusion

The purpose of this application is to discharge Land Use Contract 127 from 6831 Graybar Road, and to rezone 6831 Graybar Road, 20455 Dyke Road, 20911 Dyke Road, 7500 No. 9 Road, Lot A Block 4N Plan EPP113853 Section 9 Range 4W New Westminster Land District & SEC 16, 17, 20 (PID 031-553-231) and a portion of Graybar Road from the “Industrial and Marina (ZI17) – Graybar Road (East Richmond)”, “Industrial Business Park (IB1)”, and “Light Industrial (IL)” zones to the new site-specific “Industrial Business Park and Marina (ZI20) – Graybar Road (East Richmond)” zone, to permit a multi-phase light industrial development.

The proposed rezoning is generally consistent with the plans and policies affecting the subject site.

The list of rezoning considerations is provided in Attachment 8, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10336 be introduced and given first reading.



Joshua Reis  
Program Manager, Development  
(604-204-8653)

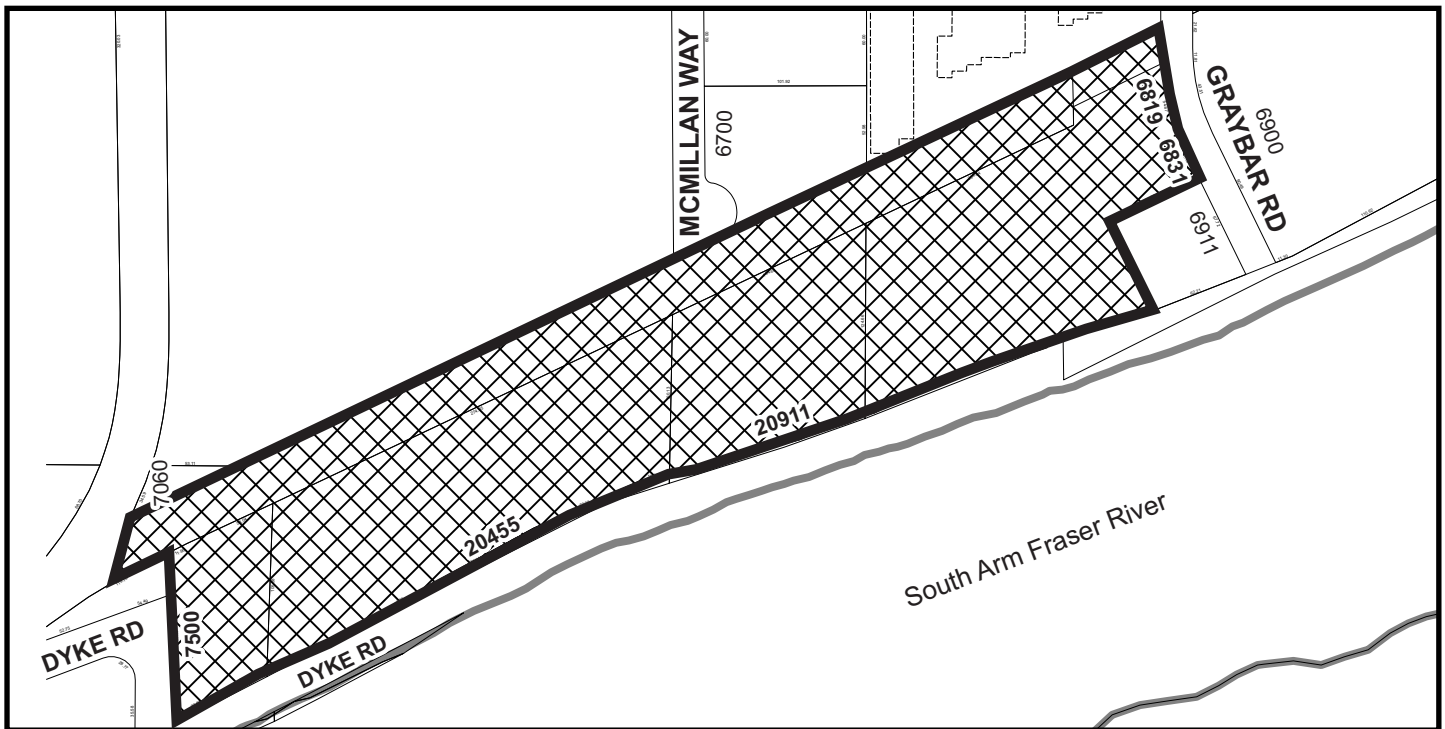
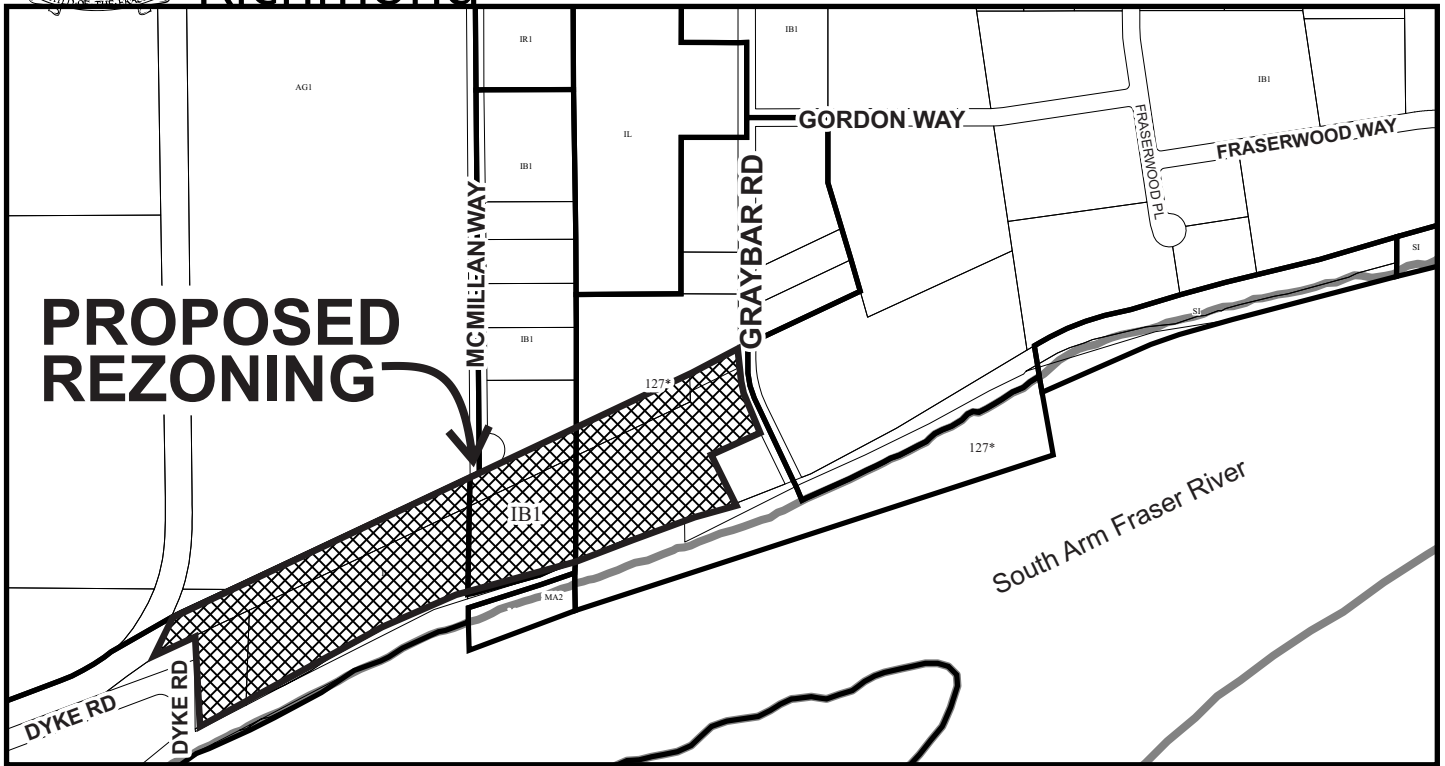
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### Attachments:

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Site Survey
- Attachment 3: Concept Development Plans
- Attachment 4: Development Application Data Sheet
- Attachment 5: East Richmond OCP Land Use Map
- Attachment 6: Letter of Support from Adjacent Property
- Attachment 7: Tree Retention Plan
- Attachment 8: Rezoning Considerations



# City of Richmond



## RZ 21-928623

Original Date: 04/27/21

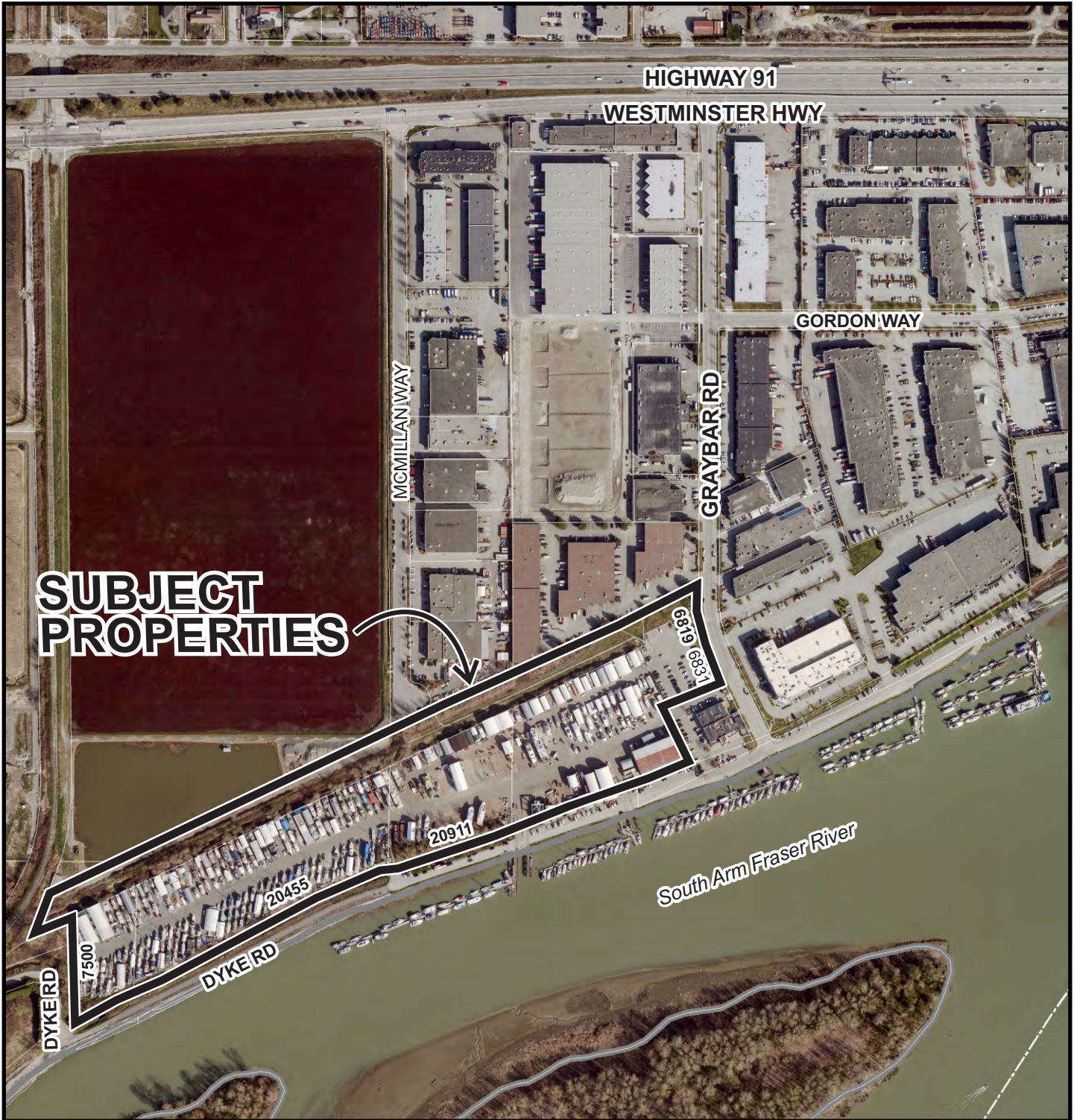
Revision Date: 06/06/22

Note: Dimensions are in METRES





# City of Richmond



## RZ 21-928623

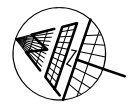
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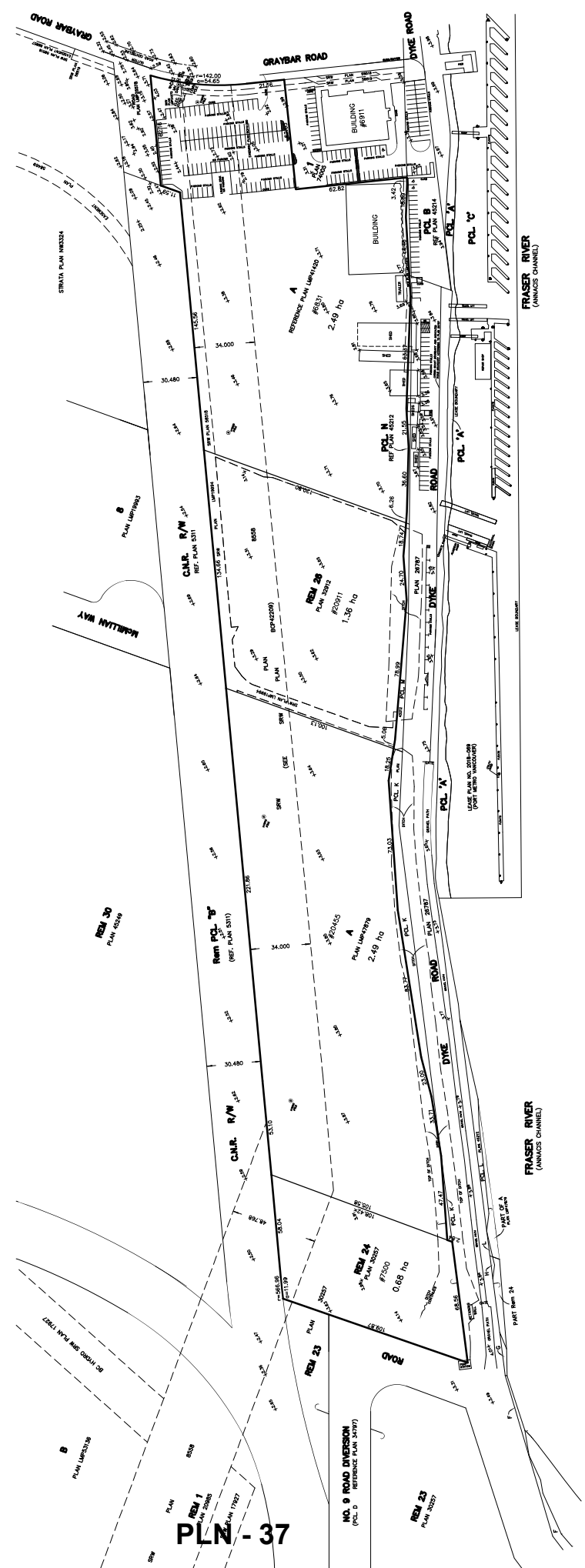
**SITE SURVEY PLAN OF PORTIONS OF SECTIONS 9, 10, AND 16  
BLOCK 4 NORTH RANGE 4 WEST  
NEW WESTMINSTER DISTRICT**

LANDS DEALT WITH:  
LOT 24 EXCEPT: FIRSTLY: PARCEL "C" (REFERENCE PLAN 45212), SECONDLY: PARCEL "H" (REFERENCE PLAN 45212), SECTION 16 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN 30257  
PID: 003-571-157  
CIVIC ADDRESS: #7500 NO. 9 ROAD, RICHMOND, B.C.  
LOT A SECTIONS 9 AND 16 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN LMP47879  
PID: 024-886-327  
CIVIC ADDRESS: #50485 DYKE ROAD, RICHMOND, B.C.  
LOT 26 EXCEPT PARCEL "M" (REFERENCE PLAN 45212) SECTIONS 9 AND 16 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN 32912  
PID: 004-101-235  
CIVIC ADDRESS: #26911 DYKE ROAD, RICHMOND, B.C.  
LOT A SECTIONS 9 AND 10 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN LMP41420  
PID: 024-494-721  
CIVIC ADDRESS: #6831 GRAYBAR ROAD, RICHMOND, B.C.



**LEGEND**  
SCALE 1:1000  
ALL DISTANCES ARE IN METRES  
INDICATES SPOT ELEVATION  
INDICATES ELECTRICAL BOX  
INDICATES INSPECTION CHAMBER  
INDICATES MANHOLE  
INDICATES WATER VALVE

**NOTES**  
ELEVATIONS ARE IN METRES AND ARE DERIVED FROM THE DATUM OF MEAN SEA LEVEL. ELEVATIONS ARE REFERRED TO AN ELEVATION OF 4.52 METRES.  
THIS PLAN SHOWS PRELIMINARY LOT DIMENSIONS AND AREAS AND ARE SUBJECT TO REVISION FOLLOWING FULL LEGAL SURVEY OF LOT BOUNDARIES.

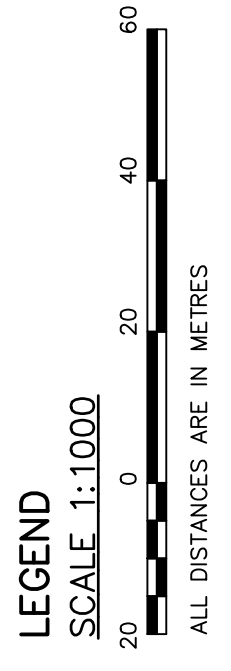
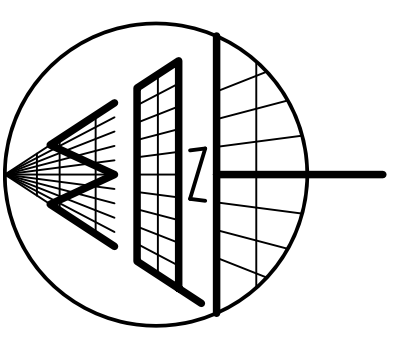


**PLN - 37**

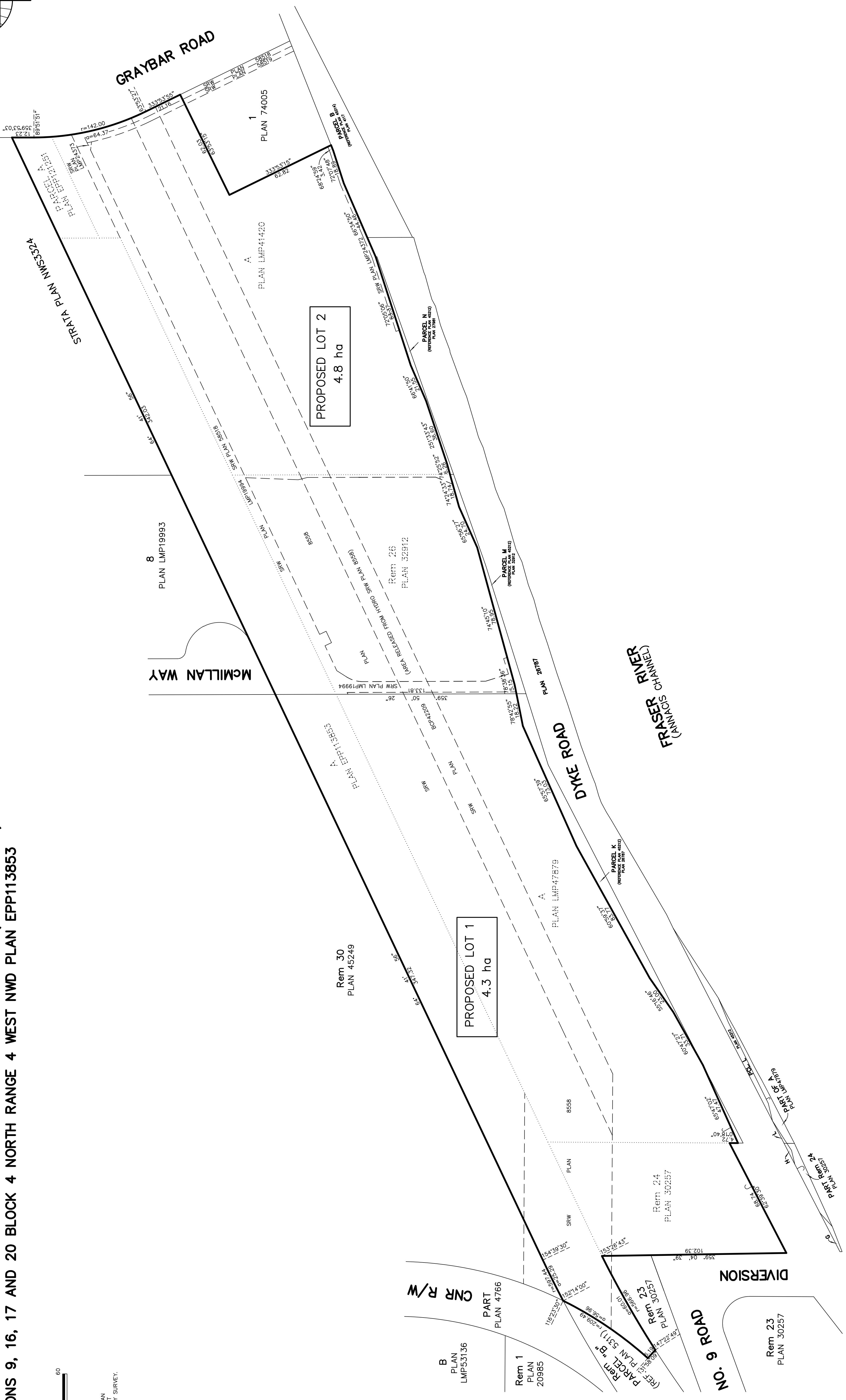


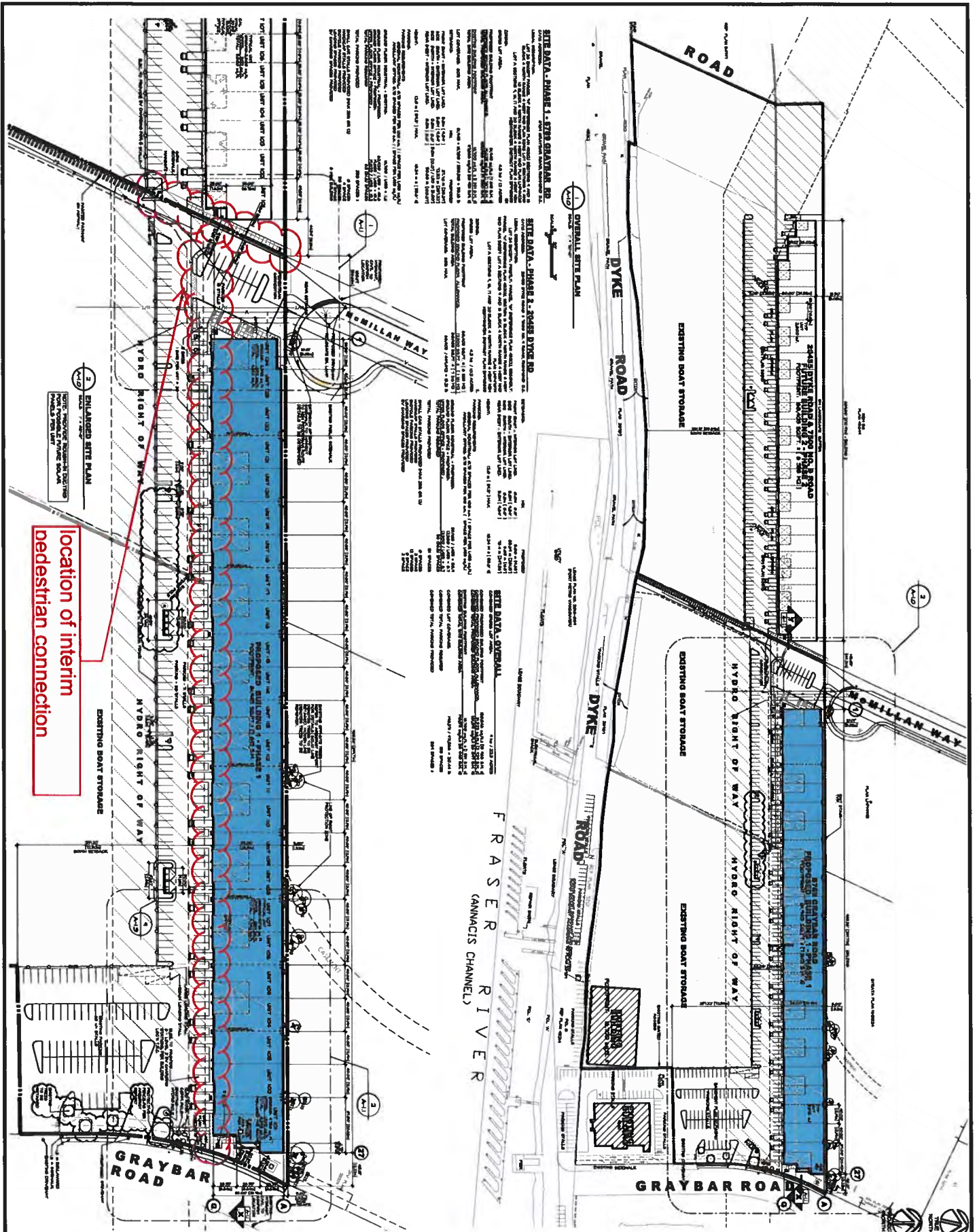
**PROPOSED CONSOLIDATION AND SUBDIVISION PLAN OF:**

- (1) PART OF LOT 24 EXCEPT: PARCEL "G" (REFERENCE PLAN 45212), SECONDLY: PARCEL "H" (REFERENCE PLAN 45212), SECTION 16 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN 30257
- (2) PART OF LOT A SECTIONS 9 AND 16 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN LMP47879
- (3) LOT 26 EXCEPT PARCEL "M" (REFERENCE PLAN 45212) SECTIONS 9 AND 16 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN 32912
- (4) LOT A SECTIONS 9 AND 10 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN LMP41420
- (5) PARCEL A SECTION 10 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN EPP121251 (CLOSED ROAD)
- (6) LOT A SECTIONS 9, 16, 17 AND 20 BLOCK 4 NORTH RANGE 4 WEST NWD PLAN EPP113853



NOTE:  
ALL DIMENSIONS AND AREAS ON THIS PLAN  
ARE TO BE CONSIDERED AS APPROXIMATE  
AND SUBJECT TO REVISION FOLLOWING LEGAL BOUNDARY SURVEY.





location of interim pedestrian connection

CHIP BARRETT ARCHITECT

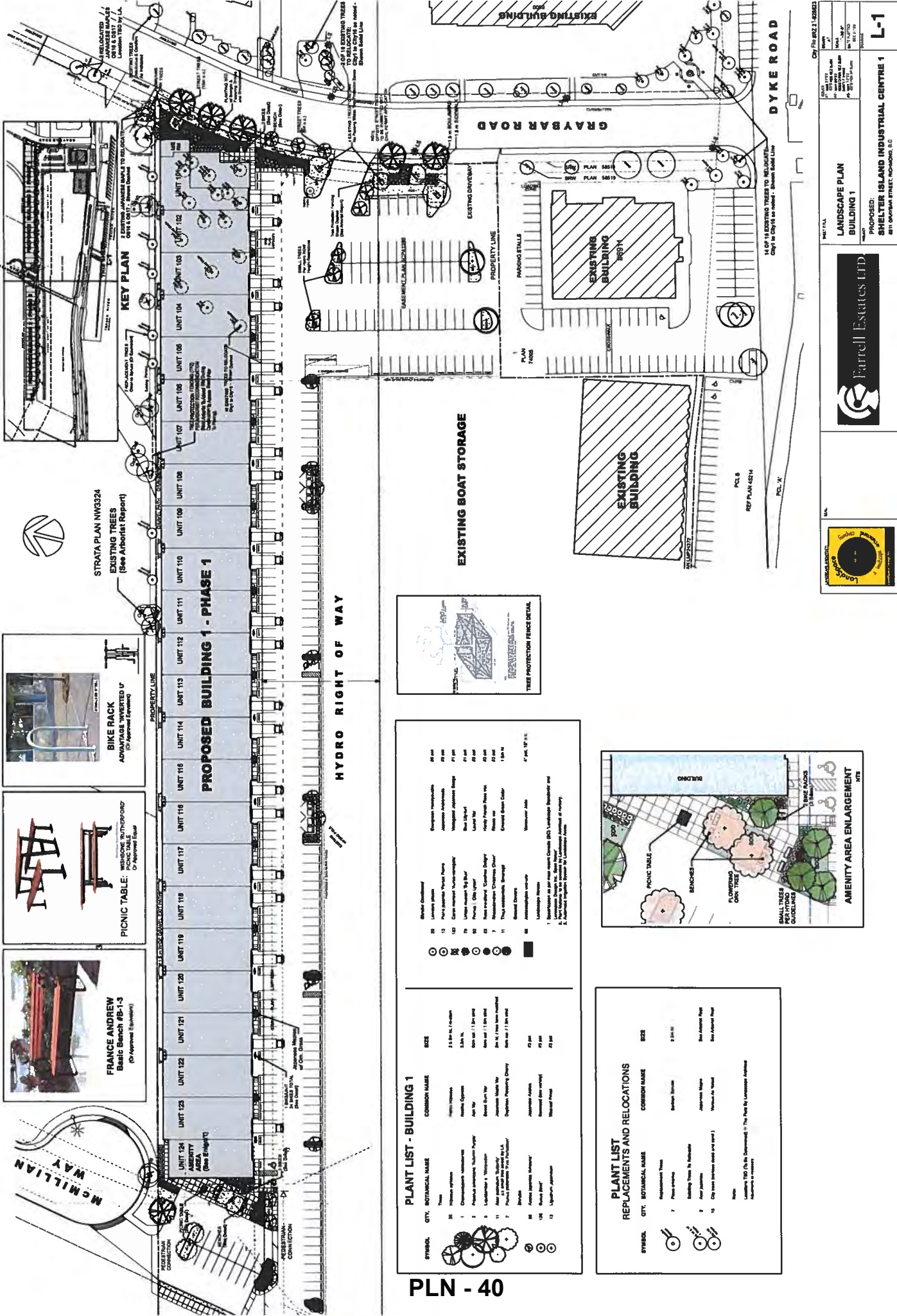
D.FORCE DESIGN INC.  
 3686 ALLIANCE STREET, AARSTAD, B.C. V8B 2J6  
 TEL: (604) 607-8855 CHAD.DANBY@DFORCECA

PLAN - 39

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT			
2				
3				
4				
5				
6				
7				
8				
9				
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12				
13				
14				

Overall and Enlarged Site Plan  
 SHELLER ISLAND INDUSTRIAL CENTRE 1  
 PERMIT NO. 2010-01-0001  
 SHELLER ISLAND INDUSTRIAL CENTRE 1  
 SHELLER ISLAND INDUSTRIAL CENTRE 1  
 SHELLER ISLAND INDUSTRIAL CENTRE 1





**BIKE RACK**  
ADVANTAGE WHERED UP  
(CP Approved Elevation)



**PICNIC TABLE**  
WINDING RUTHERFORD  
(CP Approved Equal)



**FRANCE ANDREW**  
Basic Bench #B-1-3  
(CP Approved Elevation)

# PROPOSED BUILDING 1 - PHASE 1

## KEY PLAN

EXISTING AMENITY TABLE TO BE LOCATED TO THE SOUTH OF UNIT 104 TO 114. SEE ARCHITECT'S PLAN FOR MORE DETAILS.

EXISTING BIKE RACKS TO BE RELOCATED TO THE SOUTH OF UNIT 104 TO 114. SEE ARCHITECT'S PLAN FOR MORE DETAILS.

### HYDRO RIGHT OF WAY

**HYDRO PROTECTION FENCE DETAIL**

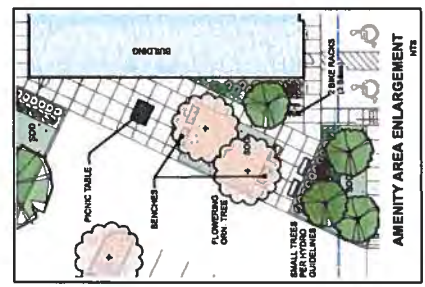
1. 4' HIGH ALUMINUM GALVALUME FENCE WITH 4' HIGH POLYURETHANE FOAM CORE  
 2. 4' HIGH POLYURETHANE FOAM CORE WITH 4' HIGH ALUMINUM GALVALUME FENCING  
 3. 4' HIGH POLYURETHANE FOAM CORE WITH 4' HIGH ALUMINUM GALVALUME FENCING AND 4' HIGH POLYURETHANE FOAM CORE

### PLANT LIST - BUILDING 1

SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	SIZE
(Symbol 1)	30	Hydrangea	White Hydrangea	3.5' x 10' / 1.0' dia
(Symbol 2)	10	Chimonoloba	Japanese Anemone	3.5' x 10' / 1.0' dia
(Symbol 3)	10	Prunella	Common Nettle	3.5' x 10' / 1.0' dia
(Symbol 4)	10	Artemisia	Wormwood	3.5' x 10' / 1.0' dia
(Symbol 5)	10	Alchemilla	Alchemilla	3.5' x 10' / 1.0' dia

### PLANT LIST - BUILDING 1 (Continued)

SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	SIZE
(Symbol 6)	10	Salvia	Sage	3.5' x 10' / 1.0' dia
(Symbol 7)	10	Phlox	Phlox	3.5' x 10' / 1.0' dia
(Symbol 8)	10	Geranium	Geranium	3.5' x 10' / 1.0' dia



### PLANT LIST - REPLACEMENTS AND RELOCATIONS

SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	SIZE
(Symbol 9)	10	Quercus	White Oak	4" x 6" / 10'
(Symbol 10)	10	Prunella	Common Nettle	4" x 6" / 10'
(Symbol 11)	10	Artemisia	Wormwood	4" x 6" / 10'

CITY FILE #22-1-03823

DATE: 08/14/2018  
 TIME: 10:15:00 AM  
 USER: JLD  
 PROJECT: 22-1-03823

SCALE: 1/8" = 1'-0"

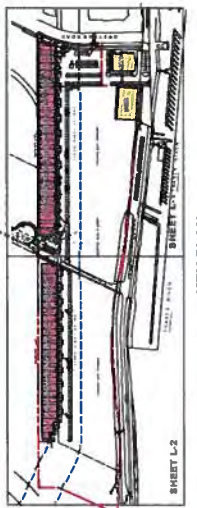
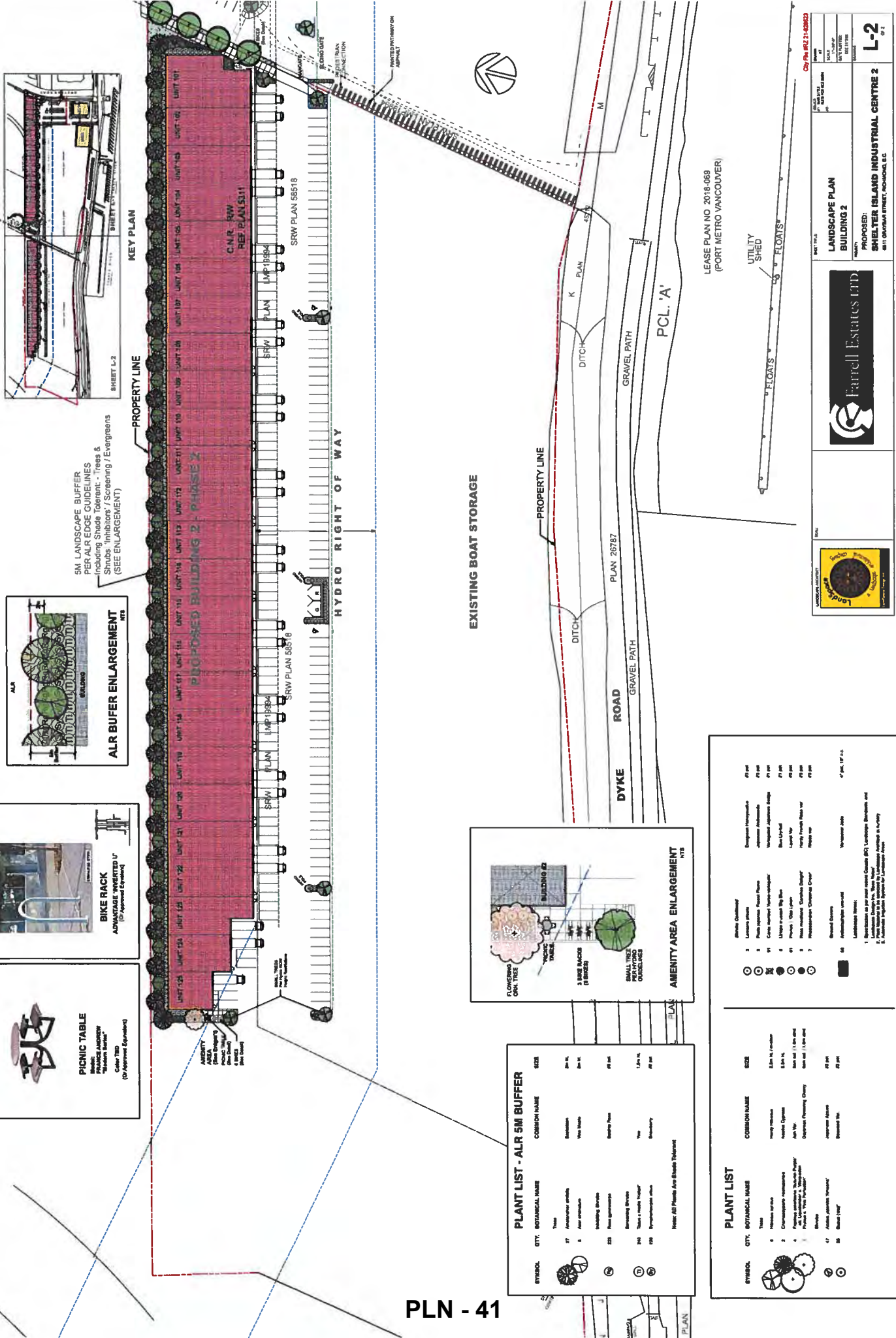
## LANDSCAPE PLAN BUILDING 1

PROPOSED:  
SHELTER ISLAND INDUSTRIAL CENTRE 1  
811 DUYKER STREET, ROCKINGHAM, BC

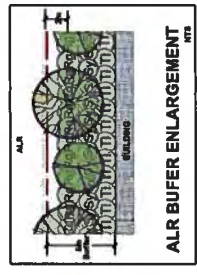
**Fairrell Estates Ltd**

L-1

DATE: 08/14/2018  
 TIME: 10:15:00 AM  
 USER: JLD  
 PROJECT: 22-1-03823



5M LANDSCAPE BUFFER PER ALR EDGE GUIDELINES including Shade Tolerant - Trees & Shrubs / Inhibitors / Screening / Evergreens (SEE ENLARGEMENT)



PROPERTY LINE

SRW PLAN 58518

SRW PLAN 58518

SRW PLAN 58518

SRW PLAN 58518

SRW PLAN 58518

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SRW PLAN 58518

SRW PLAN 58518

SRW PLAN 58518

EXISTING BOAT STORAGE

PROPERTY LINE

DITCH

GRAVEL PATH

GRAVEL PATH

GRAVEL PATH

GRAVEL PATH

GRAVEL PATH

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GRAVEL PATH

LEASE PLAN NO. 2016-069 (PORT METRO VANCOUVER)

UTILITY SHED

FLOATS

FLOATS

FLOATS

FLOATS

FLOATS

FLOATS

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FLOATS

FLOATS

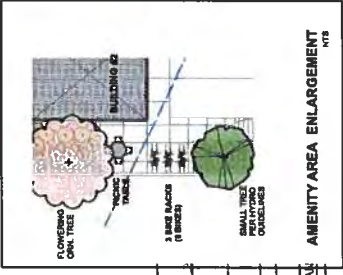
FLOATS

FLOATS

FLOATS

FLOATS

FLOATS



**PLANT LIST - ALR 5M BUFFER**

SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	SIZE
(Symbol)	27	Amelanchier alnifolia	Shadbush	2m H.
(Symbol)	1	Aster amurensis	Asian Aster	2m H.
(Symbol)	228	Hamamelis virginica	Witch Hazel	2m H.
(Symbol)	240	Thalictrum aquilegifolium	Thalictrum	1.2m H.
(Symbol)	228	Thalictrum aquilegifolium	Thalictrum	2m H.

Note: All Plants Are Shaded Tolerant

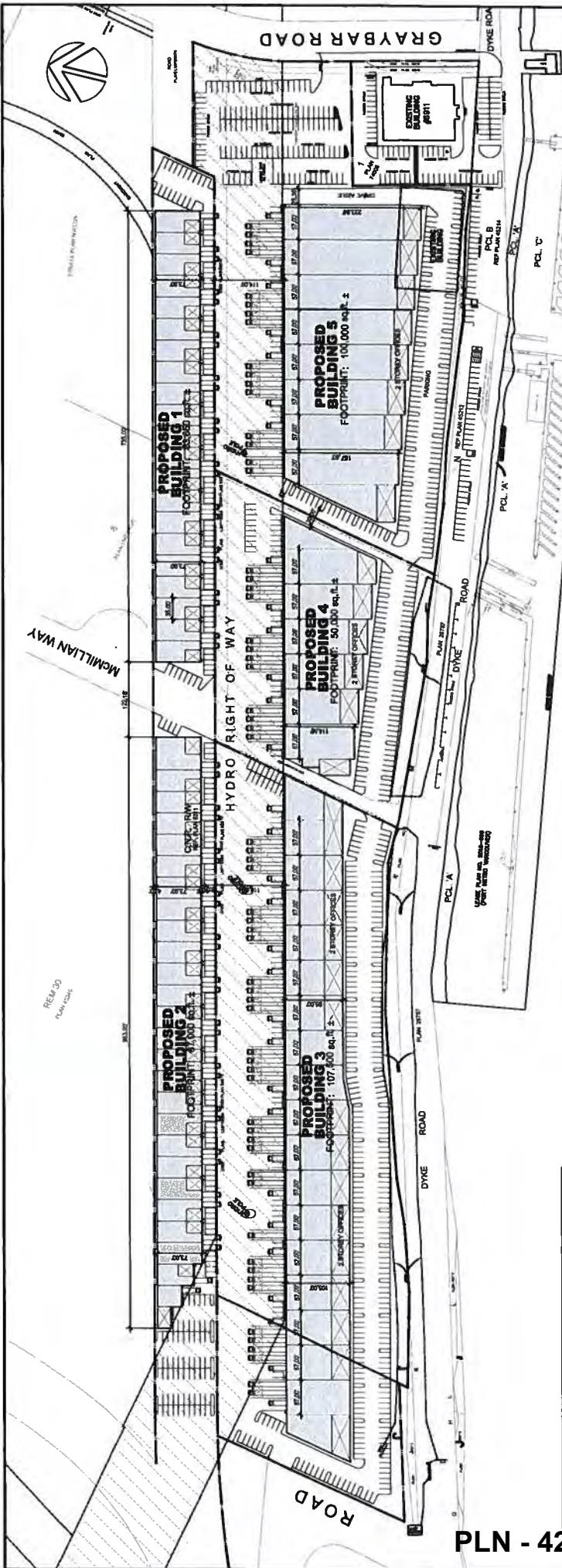
**PLANT LIST**

SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	SIZE
(Symbol)	1	Amelanchier alnifolia	Shadbush	2m H.
(Symbol)	1	Aster amurensis	Asian Aster	2m H.
(Symbol)	1	Hamamelis virginica	Witch Hazel	2m H.
(Symbol)	1	Thalictrum aquilegifolium	Thalictrum	1.2m H.
(Symbol)	1	Thalictrum aquilegifolium	Thalictrum	2m H.



L-2  
OF 2





**1**  
SK1

**FEASIBILITY STUDY**  
NOT TO SCALE

**FRASER RIVER**  
(ANNACIS CHANNEL)

PLN - 42

**Farrell Estates LTD.**  
A Division of the McPhail Group

**CHIP BARRETT ARCHITECT**  
7182-2226 SUBSIDIARY, V22 1 P2  
PH: 604-836-1272

IN ASSOCIATION WITH

**D.FORCE DESIGN INC.**  
2625A ALLIANCE STREET, ABBOTSFORD, B.C., V2S 3J9  
TEL: (604) 607-5655

Building Areas	Bldg1	Bldg2	Bldg3	Bldg4	Bldg5	Combined
Footprint:	sq.ft.	sq.ft.	sq.ft.	sq.ft.	sq.ft.	sq.ft.
Upper floor area:	53,500	67,000	107,500	50,000	100,000	378,000
Total Area	10,500	13,000	32,000	10,000	13,000	78,500
Industrial	64,000	80,000	139,500	60,000	113,000	456,500
Office (1st Floor)	43,000	54,000	75,500	40,000	87,000	299,500
2nd floor offices	10,500	13,000	32,000	10,000	13,000	78,500
2nd floor storage	10,500	13,000	32,000	10,000	13,000	78,500
Parking Stalls Required						
Warehouse - 1 stall per	1,076	40.0	50.2	99.9	37.2	80.9
Office - 1 stalls per	359	58.6	72.5	178.4	55.8	72.5
Total	98.5	122.7	278.3	92.9	153.3	746
Stalls provided	81	122	284	98	148	733

REK4 50 PLAN SCALE

HYDRO RIGHT OF WAY

PROPOSED BUILDING 1  
FOOTPRINT: 47,000 sq.ft.

PROPOSED BUILDING 2  
FOOTPRINT: 67,000 sq.ft.

PROPOSED BUILDING 3  
FOOTPRINT: 107,500 sq.ft.

PROPOSED BUILDING 4  
FOOTPRINT: 50,000 sq.ft.

PROPOSED BUILDING 5  
FOOTPRINT: 100,000 sq.ft.

EXISTING BUILDING (PART)

GRAYBAR ROAD

DYKE ROAD

McMILLAN WAY

FRASER RIVER (ANNACIS CHANNEL)

PLN - 42

1 MAR.25.20

NO. DATE

CLIENT REVIEW

DESCRIPTION

PROJECT: PROPOSED MASTER PLANNING FOR:

**FARRELL ESTATES BOAT YARD REDEVELOPMENT**

CIVIC ADDRESS: 7500 No 9 Road, 20455 & 20911 Dyke Road, 6831 Graybar Road, Richmond BC

PLAN BASED ON INFO PROVIDED BY CLIENT & HAS NOT BEEN VERIFIED. FOR PRELIMINARY USE ONLY. VERIFY ALL INFORMATION



**RZ 21-928623**

**Attachment 4**

Address: 6831 Graybar Road, 20455 Dyke Road, 20911 Dyke Road, 7500 No. 9 Road, PID  
031-553-231 and a portion of Graybar Road

Applicant: Farrell Estates Ltd.

Planning Area(s): East Richmond

	Existing	Proposed
<b>Owner:</b>	Farrell Estates Ltd.	No change
<b>Site Size (m<sup>2</sup>):</b>	90,245 m <sup>2</sup> (22.3 Acres)	90,245 m <sup>2</sup> (22.3 Acres)
<b>Land Uses:</b>	Boat yard and marina	Light industrial, boat yard, and marina
<b>OCP Designation:</b>	Industrial and Mixed Employment	No change
<b>Zoning:</b>	“Industrial and Marina (ZI17) – Graybar Road (East Richmond)” “Industrial Business Park (IB1)” “Light Industrial (IL)”	“Industrial Business Park and Marina (ZI20) – Graybar Road (East Richmond)”
<b>Land Use Contracts:</b>	LUC 127	Discharge

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.0 FAR	Max. 1.0 FAR	none permitted
Buildable Floor Area (m <sup>2</sup> ):*	Max.-Lot 1: 43,000 m <sup>2</sup> (462,848 ft <sup>2</sup> )  Max Lot 2: 48,000 m <sup>2</sup> (516,667 ft <sup>2</sup> )	<u>Lot 1:</u> Existing Building: 1,551 m <sup>2</sup> (16,8700 ft <sup>2</sup> ) Building 1: 9,380 m <sup>2</sup> (100,966 ft <sup>2</sup> )  <u>Lot 2:</u> Building 2: 7,516 m <sup>2</sup> (80,905 ft <sup>2</sup> )	none permitted
Lot Coverage (% of lot area):	Building: Max. 75%	20.5%	None
Lot Size:	None	Lot 1: 4.3 ha (10.63 acres) Lot 2: 4.8 ha (1.86 acres)	None
Lot Dimensions (m):	None	Width: Varies Depth: Varies	None
Setbacks (m):	Graybar Rd: Min. 6.0 m McMillan Way: Min. 3.0 m  ALR: Min. 5.0 m North PL: 1.5 m South PL: 3.0 m Interior side yard: No Minimum Rear yard: No minimum	Graybar Rd: 6.0 m McMillan Way: 3.0 m ALR: 5.0 m North PL: 1.5 m South PL: 72.3 m Interior side yard: complies Rear yard: complies	None

	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Height (m):	Max 16.0 m	Building 1: 10.25 m Building 2: 10.25 m	None
Off-street Parking Spaces:	Regular: Min. 50% Small: Max. 50% Accessible: Min. 2%	Regular: Min. 50% Small: Max. 50% Accessible: Min. 2%	None
Off-street Parking Spaces – Total:	0.75 spaces per 100 m <sup>2</sup> leasable floor area (139)	389 spaces	None
Off-street Loading Spaces:	1 medium loading space per building	2 medium loading spaces	none
Bicycle Parking:	Class 1: Min, 0.27 per 100 m <sup>2</sup> Class 2: Min. 0.27 per 100 m <sup>2</sup>	Complies	None

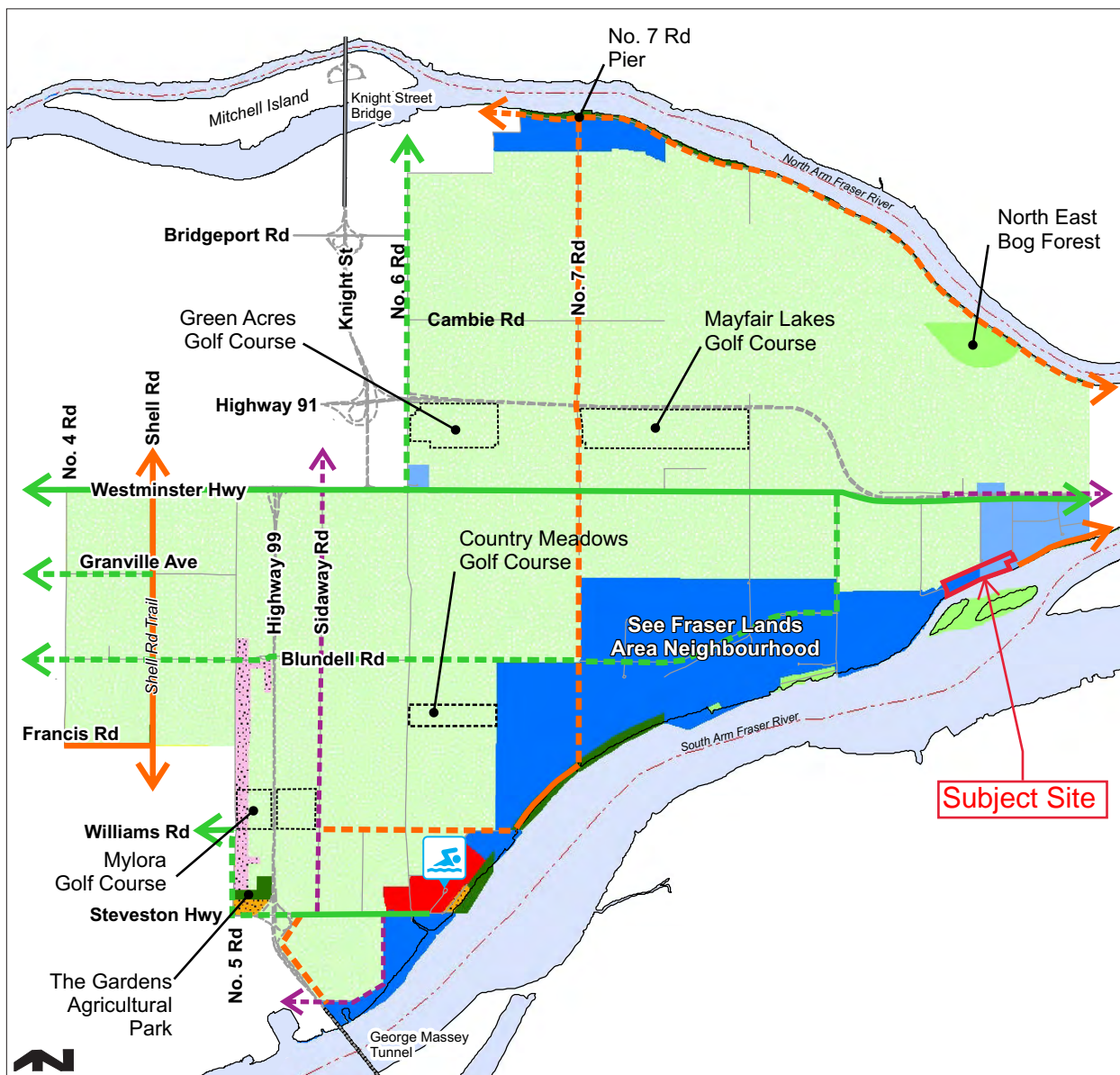
Other: \_\_\_\_\_

\* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.





### 13. East Richmond



	Agriculture		Richmond Wave Pool
	Commercial		Existing Major Street Bike Route
	Community Institutional		Future Major Street Bike Route
	Conservation Area		Existing Greenway/Trail
	Industrial		Future Greenway/Trail
	Limited Mixed Use		Existing Neighbourhood Link - enhanced
	Mixed Employment		Future Neighbourhood Link - unenhanced
	Park		



Strata, Residential & Commercial Property Management  
604.685.3227 | [www.awmalliance.com](http://www.awmalliance.com)

April 11, 2022

Sent via e-mail: [rmcphail@farrellestates.com](mailto:rmcphail@farrellestates.com)

**Farrell Estates Ltd.**  
6911 Graybar Road  
Richmond, BC V6W 1H3


Attn: Ross McPhail, Project & Development Manager

**RE: Strata Plan NW3324 – Graybar South Complex [located at 6751 / 6753 / 6755 Graybar Road, Richmond]  
Tree Removal & Relocation**

We write to you on behalf of the Strata Council of Strata Plan NW3324 – Graybar South Complex [the “Strata Corporation”] following recent discussions and site meetings between the parties regarding the removal of certain trees and relocation of others located on the property of the Strata Corporation.

The Strata Council has considered the matter and would like to inform you that it is in agreement with the following:

1. Removal of Black Pine trees labeled OS1, OS2, OS4, OS8, OS9, OS11, and OS13 and their replacement with “Sitka Spruce” trees, as noted in the attached *Arboricultural Tree Study* issued by Diamond Head, dated March 10, 2022, and attached *Landscape Plan* issued by LandScape Design Inc., dated March 31, 2022.
2. Relocation of Japanese Maple trees OS16 and OS17, as noted in the attached *Arboricultural Tree Study* issued by Diamond Head, dated March 10, 2022, and attached *Landscape Plan* issued by LandScape Design Inc., dated March 31, 2022.
3. The exact new locations of the trees are to be confirmed with the Strata Council closer to construction / in advance of their replacement and relocation, respectively.
4. The install of a black chain link fence on the boundary / property line between the Strata Corporation and Farrell Estates Ltd.
5. All of the direct & associated costs in relation to the above [trees removal, trees replacement, trees relocation, install of black chain link fence] are to be borne in their entirety by Farrell Estates Ltd.

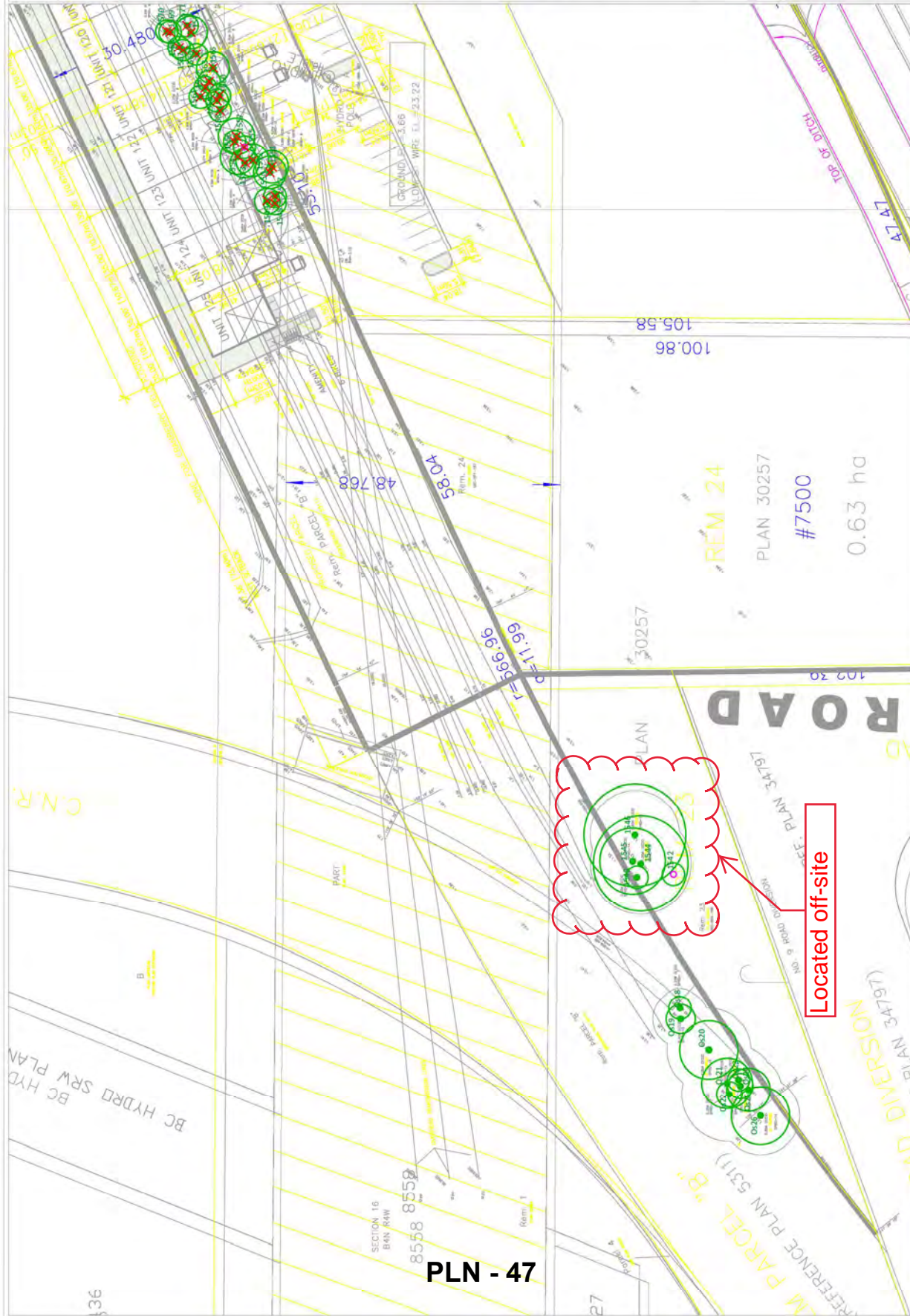
Authorized Representative: Eduard Lorincz  
Title: Strata & Rental Manager  
AWM-Alliance Real Estate Group Ltd.  
Managing Agents for  
Strata Plan NW3324  
Signature: 

Authorized Representative: Ross McPhail  
Title: Project & Development Manager  
Farrell Estates Ltd.  
Signature: 

**Vancouver Head Office**  
401-958 West 8th Avenue  
Vancouver, BC V5Z 1E5

**Fraser Valley Office**  
214-6820 188th Street.  
Surrey, BC V4N 3G6

**Whistler Office**  
212-1200 Alpha Lake Road  
Whistler, BC V8E 0H6



LEGEND

- TREE PROTECTION ZONE
- TREE PROTECTION FENCE
- TREE TO BE RETAINED
- UN-SURVEYED TREE
- TREE TO BE REMOVED

NOTES

1. The location of un-surveyed trees on this plan is approximate. Their location and ownership cannot be confirmed without being surveyed by a Registered BC Land Surveyor.
2. All tree protection fencing must be built to the relevant municipal bylaw specifications. The dimensions shown are from the outer edge of the stem of the tree.
3. The tree protection zone (shown as a graphical representation of the critical root zone, measured from the outer edge of the stem of the tree) the trees diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree.
4. Any construction activities or grade changes within the Foot Protection Zone must be approved by the project arborist.
5. This plan is based on a topographic and tree location survey provided by the owners' Registered British Columbia Land Surveyor (BCLS) and layout drawings provide by the owners' Engineer (P. Eng).
6. This plan is provided for context only, and is not certified as to the accuracy of the location of features on this plan. Please refer to the original survey plan and engineering plans.

REFERENCE DRAWINGS

1. Base Survey by: Underhill Geomatics Ltd. Engineers and Surveyors dated Nov. 3, 2020.

Drawing No: 001  
 Date: 2022/03/10  
 Drawn by: CL  
 Page Size: TABLOID 11"x17"

Page #  
 1 of 4

PLN - 47

Drawing title: Tree Retention and Removal Plan  
 Project address: 6831 Graybar Road, Richmond  
 Client: Farrell Estates

3559 COMMERCIAL STREET  
 VANCOUVER BC V6N 4B8  
 T 604-735-0681 F 604-735-0679







REM 30  
PLAN 45249  
PLAN 45249

- LEGEND:
- TREE PROTECTION ZONE
  - TREE PROTECTION FENCE
  - TREE TO BE RETAINED
  - UN-SURVEYED TREE
  - TREE TO BE REMOVED

NOTES

1. The location of un-surveyed trees on this plan is approximate. Their location and ownership cannot be confirmed without being surveyed by a Registered BC Land Surveyor.
2. All tree protection fencing must be built to the relevant municipal bylaw specifications. The dimensions shown are from the outer edge of the stem of the tree.
3. The tree protection zone (shown as a graphical representation of the critical root zone, measured from the outer edge of the stem of the tree) the trees diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree)
4. Any construction activities or grade changes within the Foot Protection Zone must be approved by the project arborist.
5. This plan is based on a topographic and tree location survey provided by the owners' Registered British Columbia Land Surveyor (BCLS) and layout drawings provide by the owners' Engineer (P Eng).
6. This plan is provided for context only and is not certified as to the accuracy of the location of features on this plan. Please refer to the original survey plan and engineering plans.

REFERENCE DRAWINGS

1. Base Survey by: Underhill Geomatics Ltd. Engineers and Surveyors dated Nov. 3, 2020.

Drawing title: Tree Retention and Removal Plan  
Project address: 6831 Graybar Road, Richmond  
Client: Farrell Estates

3559 COMMERCIAL STREET  
VANCOUVER BC V6N 1A4  
TEL: 604.731.0668 | 1.866.473.0679







- LEGEND**
- TREE PROTECTION FENCE
  - TREE PROTECTION FENCE
  - TREE TO BE RETAINED
  - ★ UNSURVEYED TREE
  - TREE TO BE REMOVED

**NOTES**

1. The location of un-surveyed trees on this plan is approximate. Their location and ownership cannot be confirmed without being surveyed by a Registered BC Land Surveyor.
2. All tree protection fencing must be built to the relevant municipal bylaw specifications. The dimensions shown are from the outer edge of the stem of the tree.
3. The tree protection zone (shown as a graphical representation of the critical root zone, measured from the outer edge of the stem of the tree) and the tree diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree.
4. Any construction activities or grade changes within the Tree Protection Zone must be approved by the project arborist.
5. This plan is based on a topographic and tree location survey provided by the owners' Registered British Columbia Land Surveyor (BCLS) and layout drawings provided by the owners' Engineer (P. Eng.).
6. This plan is provided for context only and is not certified as to the accuracy of the location of features on this drawing. Dimensions shown on this plan, please refer to the original survey plan and engineering plans.

**REFERENCE DRAWINGS**

1. Base Survey by Underhill Geomatics Ltd. Engineers and Surveyors dated Nov. 3, 2020.

**City Street Trees**

**PLN - 49**

Drawing title: Tree Retention and Removal Plan  
 Project address: 6831 Graybar Road, Richmond  
 Client: Farrell Estates

3555 COMMERCIAL STREET  
 VANCOUVER BC V6N 4B8  
 T 604.733.0681 F 604.733.0679

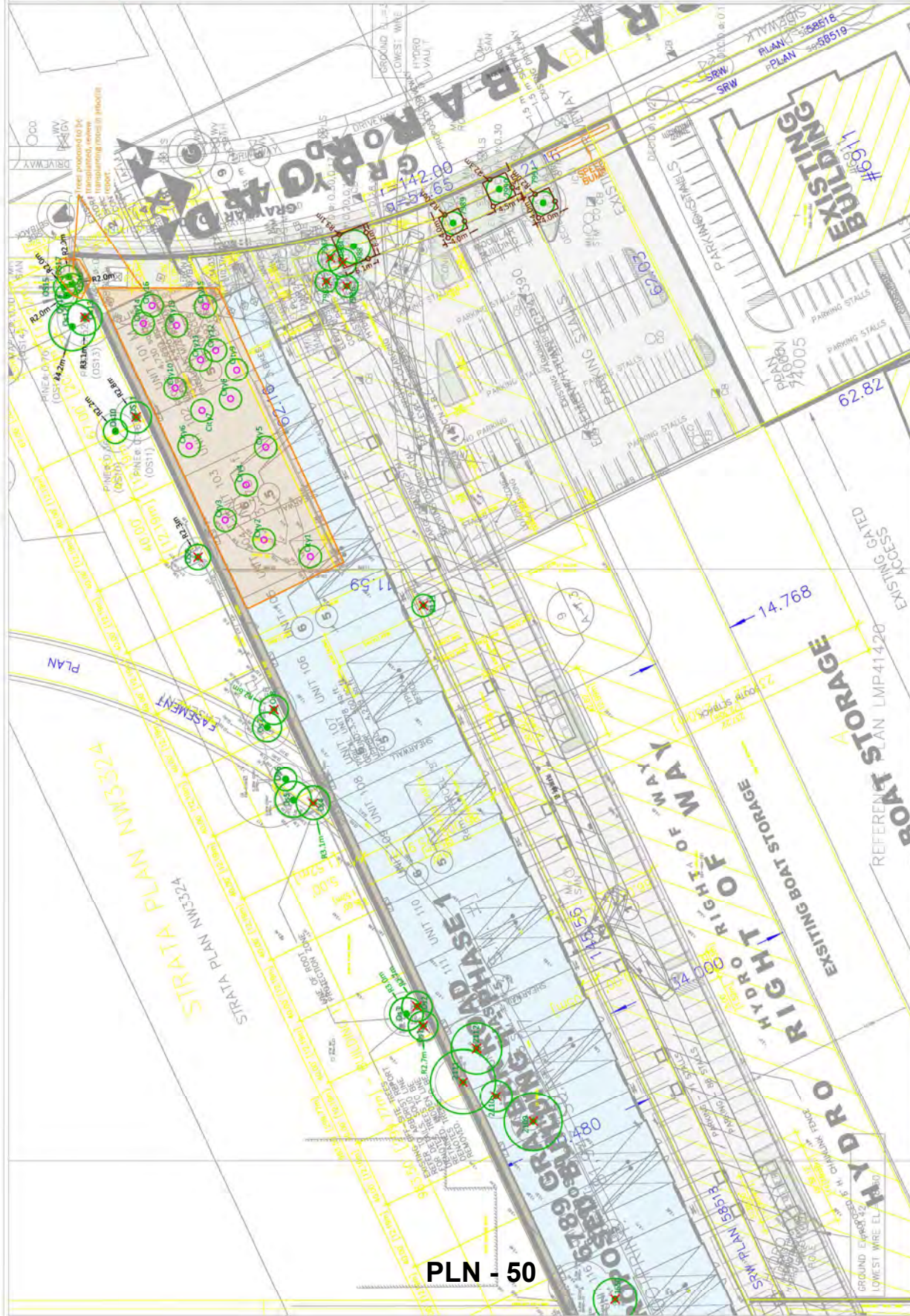


**EXISTING BOAT STORAGE**  
 PLAN #20911  
 1.36 ha

**HYDRO RIGHT OF WAY**

PLAN LMP1993  
 PLAN LMP1994  
 PLAN LMP1995  
 PLAN LMP1996  
 PLAN LMP1997  
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 PLAN LMP2099  
 PLAN LMP2100





- LEGEND**
- TREE PROTECTION ZONE
  - TREE PROTECTION FENCE
  - TREE TO BE RETAINED
  - UN-SURVEYED TREE
  - TREE TO BE REMOVED

**NOTES**

1. The location of un-surveyed trees on this plan is approximate. Their location and ownership cannot be confirmed without being surveyed by a Registered BC Land Surveyor.
2. All tree protection fencing must be built to the relevant municipal bylaw specifications. The dimensions shown are from the outer edge of the stem of the tree.
3. The tree protection zone (shown as a graphical representation of the critical root zone, measured from the outer edge of the stem of the tree) the trees diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree)
4. Any construction activities or grade changes within the Root Protection Zone must be approved by the project arborist.
5. This plan is based on a topographic and free location survey provided by the owners' Registered British Columbia Land Surveyor (BCLS) and layout drawings provide by the owners' Engineer (P Eng).
6. This plan is provided for context only and is not certified as to the accuracy of the location of features on this plan. Please refer to the original survey plan and engineering plans.

**REFERENCE DRAWINGS**

1. Base Survey by: Underhill Geomatics Ltd. Engineers and Surveyors dated Nov. 3, 2020.

Drawing title: Tree Retention and Removal Plan  
 Project address: 6831 Graybar Road, Richmond  
 Client: Farrell Estates

3559 COMMERCIAL STREET  
 VANCOUVER BC V6N 4E8  
 T 604.735.4668 F 604.735.4679



**PLN - 50**



**Address:** 6831 Graybar Road, 20455 Dyke Road, 20911 Dyke Road, and 7500 No 9 Road

**File No.:** RZ 21-928623

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10336, the developer is required to complete the following:**

1. Council approval of the road closure bylaw for the unopened portion of Graybar Road (approximately 1,237 m<sup>2</sup> in area) to be consolidated with the development site. The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land, which is to be based on the business terms approved by Council. All costs associated with the purchase and sales agreement shall be borne by the developer.
2. Consolidation of the 1,237 m<sup>2</sup> closed portion of Graybar Road with one or more of the lots subject to this rezoning application, to the satisfaction of the City's Approving Officer.
3. Dedication of land to the City, at 7500 No 9 Road to access, operate and maintain the watercourse upstream of the Ewen Road Drainage Pump Station and the Ewen Road Drainage Pump Station outlet and intake structure. Additional dedicated land will also required around the Ewen Road Drainage Pump Station to accommodate future upgrades by the City. Detailed requirements for the dedicated lands shall be finalized during the servicing agreement design review for Phase 1.
4. Granting of a statutory right-of-way, approximately 3.0 m wide, between the southern edge of the proposed Building 1 foundation to the northern edge of the City right of way that contains the existing watermain.
5. City acceptance of the developer's offer to voluntarily contribute \$99,000.00 (\$96,000 for on-site tree replacement + \$3,000 for City Tree replacement) to the City's Tree Compensation Fund for the planting of replacement trees within the City.
6. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
7. Submission of a Tree Survival Security to the City in the amount of \$40,000 for the four (4) trees to be retained on-site.
8. Submission of a Landscape Plan and cost estimate, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan should:
  - comply with all applicable guidelines of the OCP;
  - include a mix of coniferous and deciduous trees;
  - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report;
  - include the cost of tree transplant/relocation for the 16 trees located on City property and the two (2) trees located on the adjacent property at 6751/6753 and 6755 Graybar Road;
  - include the cost of the seven (7) replacement trees to be provided on the adjacent property at 6751/6753 and 6755 Graybar Road and the 53 proposed on-site replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
60	8 cm		4 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$750/tree to the City's Tree Compensation Fund for off-site planting is required.

9. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.5 m GSC (Not Area A).
10. Registration of an Electric Vehicle (EV) Charging Infrastructure covenant on Title, securing the owner's commitment to voluntarily provide, install, and maintain EV charging equipment for the use of the commercial tenants and others as determined to the satisfaction of the City through an approved Development Permit. More specifically, a minimum

of 12 of the required parking spaces per building (for a minimum of 60 spaces across all five phases of development) must be provided with Level 2 EV charging.

11. Registration of a legal agreement on Title ensuring the building energy use will be a minimum 10% less than current code (BC Building Code 2018). Compliance will be confirmed at Building Permit and Tenant Improvement stage through energy modelling to the satisfaction of the Director of Building Approvals.
12. Registration of a legal agreement on Title ensuring all units are pre-ducted for solar photovoltaic or other alternative energy systems to the satisfaction of the Director of Building Approvals.
13. Registration of a legal agreement on Title ensuring that solar panels capable of supporting all common area electrical needs (including but not limited to exterior lighting and lighting within servicing and mechanical areas) will be installed to the satisfaction of the Director of Building Approvals, maintained for the life of the building and will not be removed without City approval. The agreement will include provisions for alternative renewable technologies to replace the solar panel installations provided that equal or better performance is achievable to the satisfaction of the Director of Development and the Director of Building Approvals.
14. The granting of a statutory right-of-way for the area over the proposed 3.0 m wide walkway from McMillan Way to the southern limits of the area to be developed and along the sidewalk adjacent to Building 1 (being a min. of 1.5 m in width) to provide public pedestrian access between McMillan Way and Graybar Road with the developer and owner being responsible for liability, construction and maintenance.
15. Registration of a legal agreement on title to ensure that landscaping planted within the ALR buffer is not abandoned or removed. The legal agreement is to identify the ALR buffer area and indicate that the property is potentially subject to impacts of noise, dust and odour resulting from agricultural operations since it abuts a lot which is in the ALR.
16. City acceptance of the developer's offer to voluntarily contribute \$0.27 per buildable square foot (e.g. \$49,105.17) to the City's public art fund for Buildings 1 and 2. In the event that the contribution is not provided within one year of the application receiving third reading of Council (i.e. Public Hearing), the contribution rate shall be increased annually thereafter based on the Statistics Canada yearly quarter-to-quarter change for Vancouver, where the change is positive.
17. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development for Phase 2 (Building 2).
18. Enter into a License Agreement with the City for the purpose and use of parking and loading facilities (including areas used for the operation of gantry cranes) located on City lands and the Dike Road right-of-way across the frontage of the subject site to the satisfaction of the City's Director, Real Estate Services, Director, Transportation, and Director, Engineering. The primary business terms of such agreement shall generally include a per stall rate to be paid monthly.
19. City's acceptance and entering into an encroachment agreement for the portion of existing structures located on City lands and the Dike Road right-of-way to the satisfaction of the City's Director, Real Estate Services, Director, Transportation, and Director, Engineering.. The primary business terms of such agreement, amongst other matters, shall include the removal of the encroaching structures at the City's request and at the expense of the owner, compensation to be provided to the City for the occupation of the portion of the structure encroaching on City property at fair market value to be paid to the City annually.
20. Registration of a legal agreement on title restricting issuance of a building permit which would result in the creation of new floor area or removal of any bylaw sized trees (without prior City consent) on the southerly 50.0 m of the consolidated property, roughly as shown in Appendix A, until the requirements identified in Appendix B have been completed. The agreement shall also provide that in the event that future diking improvements are constructed by the City, that the owner will dedicate all lands required to accommodate the full width of the Dike based on the City's detailed design.
21. Enter into a Servicing Agreement\* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

Water Works:



- a) Using the OCP Model with the water main upgrades identified below, there will be 272.9 L/s of water available at 20 psi residual at the Graybar Road frontage and 268.2 L/s of water available at 20 psi at the hydrant located at the north property line of 20911 Dyke Road. Based on the proposed development, the site requires a minimum fire flow of 220 L/s.
- b) At Developer's cost, the Developer is required to:
- i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
  - ii. Subject to a geotechnical assessment of the impact of the proposed Building 1 on the existing watermain along the north PL of 20911 Dyke Rd and 6831 Graybar Rd, retain the existing watermain and protect it during construction of the proposed building.
  - iii. Show on the site plan the clearance (approximately 3m wide) between the southern edge of the proposed Building 1 foundation to the northern edge of the City right of way that contains the existing watermain. This area shall be secured/registered as a right of way prior to rezoning adoption.
  - iv. Subject to the City's fire department review, provide new hydrants to service the proposed buildings. The new hydrants shall be along the proposed drive isle and spaced to service both proposed (i.e., Buildings 1 and 2) and the future buildings that will front Dyke Rd.
  - v. If the City's fire department requires hydrants in the drive aisle between the proposed and future buildings, the developer will be required to provide a new watermain that shall front the proposed Building 2. The new watermain shall be looped via new watermain along the common property line of 7500 No 9 Rd and 20455 Dyke Rd and the Dyke Rd frontage of 20455 Dyke Rd.
  - vi. The new watermain that fronts Building 2 and along the common property line of 7500 No 9 Rd and 20455 Dyke Rd shall be contained in a new 6m wide right of way. The details of the new watermain and the required rights of ways shall be finalized via the servicing agreement review.
  - vii. Monitor the settlement at the adjacent watermain during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts and mitigation measures to the City for approval.
  - viii. Install one new water service connection for each of the proposed Buildings 1 and 2. Meter to be located onsite (i.e. within the mechanical room).
- c) At Developer's cost, the City is to:
- i. Complete all tie-ins for the proposed works to existing City infrastructure.

**Storm Sewer Works:**

- a) At Developer's cost, the Developer is required to:
- i. Confirm the catchment of the existing ditches along the CNR corridor, subject to City approval. Ditches will need to be filled because they conflict with the proposed Building 1 and 2 and the drainage shall be redirected to the appropriate storm system. Remove the four culverts and headwalls that inlet the CNR ditches into the City's storm system that is contained in the City right of way along the west property line of 20911 Dyke Rd.
  - ii. Subject to a geotechnical assessment of the impact of the proposed Building 1 on the existing storm sewer that crosses the CNR corridor, retain the existing storm sewer and provide mitigation measures to protect it during construction of the proposed Building 1.
  - iii. Retain the existing storm sewers contained in the right of way along the north and west property lines of 20911 Dyke Rd. The existing 6m right of way along the west property line of 20911 Dyke Rd shall be increased to 9m. This is to facilitate access as the existing 900mm storm sewer is against the east edge of the existing 6m right of way.
  - iv. Retain the existing storm sewers along the Dyke Rd frontage of 6831 Graybar Rd
  - v. Details of the required service connections (e.g., location, size, etc.) for proposed Buildings 1 and 2 shall be finalized at the servicing agreement review stage.

- vi. Monitor the settlement at the adjacent drainage utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts and mitigation measures to the City for approval.
  - vii. Install one new storm service connection each for the proposed Buildings 1 and 2. From the City's storm service connection, the proposed Buildings 1 and 2 may have to be serviced by private storm sewers that will run along the drive aisles fronting Buildings 1 and 2. As the drive aisles are located within a BC Hydro right of way which contains overhead transmission lines and poles, consultation with BC Hydro is required. BC Hydro's approval of the required private underground lines within the drive aisles shall be included in the development process design review. If Shaw and Telus and other private utility companies have existing infrastructures and rights of ways in the drive aisle then written approval from them are required also.
  - viii. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement.
- b) At Developer's cost, the City is to:
- i. Cut and cap all existing storm service connections and remove inspection chambers.
  - ii. Complete all tie-ins for the proposed works to existing City infrastructure, including re-connections of existing services to the new mains.

Sanitary Sewer Works:

- c) At Developer's cost, the Developer is required to:
- i. The west edge of proposed Building 1 Shall be a minimum of six metres away from the existing sanitary sewer that crosses the former CN Rail property.
  - ii. Subject to a geotechnical assessment of the impact of the proposed Building 1 on the existing sanitary main along the north PL of 20911 Dyke Rd and 6831 Graybar Rd and subject to capacity analyses to confirm that the existing sanitary main and existing Graybar sanitary pump station are adequate to service the proposed Buildings 1 and 2 and the future buildings, retain the existing sanitary main that fronts proposed Building 1 and protect it during construction of the proposed building. If the capacity analyses indicate that the existing sanitary line and pump station are inadequate to service the proposed and future buildings then the existing sanitary line and pump station shall be upgraded. The pump station upgrade may include replacement of the pumps, kiosks, antenna and provision of a BC Hydro PMT.
  - iii. Provide additional right of way around the Graybar sanitary pump station to accommodate future upgrades by the City. The details of the additional right of way shall be finalized in the servicing agreement design review.
  - iv. Show on the site plan the clearance (approximately 3m wide) between the southern edge of the proposed Building 1 foundation to the northern edge of the City right of way that contains the existing sanitary main. This area shall be secured/registered as a right of way prior to rezoning adoption.
  - v. Monitor the settlement at the adjacent sanitary main and pump station during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts and mitigation measures to the City for approval.
  - vi. Install one new sanitary service connection each for the proposed Buildings 1 and 2. From the City's sanitary service connection, the proposed Buildings 1 and 2 may have to be serviced by private sanitary sewers that will run along the drive aisles fronting buildings 1 and 2. As the drive aisles are located within a BC Hydro right of way which contains overhead transmission lines and poles, consultation with BC Hydro is required. BC Hydro's approval of the required private underground lines within the drive aisles shall be included in the development process design review. If Shaw and Telus and other private utility companies have existing infrastructures and rights of ways in the drive aisle then written approval from them are required also.
  - vii. Raise and replace the existing forcemain that crosses from the marina into the development site for City review. The elevation and alignment of the replacement forcemain shall be finalized via the servicing

agreement review. After review of the new forcemain, additional requirements such as legal agreements, relocation of services, and transfer of ownership of the City-owned portion of the forcemain to the developer (with accompanying license agreement to permit it to encroach into City property) are required. These legal agreements are required prior to approval of the servicing agreement design.

d) At Developer's cost, the City is to:

- i. Cut and cap all existing service connections to the development site, and remove inspection chambers.
- ii. Complete all tie-ins for the proposed works to existing City infrastructure including re-connections of existing services to the new mains.

### Frontage Improvements

e) At the Developer's cost, the Developer is required to:

- i. Review street lighting along the Graybar Road and McMillan Way frontages, and provide additional street lighting if required.
- ii. Upgrade the Graybar Road frontage to include:
  - 1.5 m wide boulevard and 1.5 m wide sidewalk along the Graybar frontage where there isn't an existing sidewalk; and
  - Removal and/or replacement of driveway crossings to meet City of Richmond Engineering Design Specifications.
- iii. Upgrade the McMillan Way frontage to include:
  - 1.5 m wide boulevard and 1.5 m wide sidewalk along the cul-de-sac between the driveways for the subject site and 6700 McMillan Way; and
  - New driveway crossing to meet City of Richmond Engineering Design Specifications.

### General Items:

f) The Developer is required to:

- i. Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the functional plan and registered prior to SA design approval:
  - BC Hydro PMT – 4.0 x 5.0 m
  - BC Hydro LPT – 3.5 x 3.5 m
  - Street light kiosk – 1.5 x 1.5 m
  - Traffic signal kiosk – 1.0 x 1.0 m
  - Traffic signal UPS – 2.0 x 1.5 m
  - Shaw cable kiosk – 1.0 x 1.0 m
  - Telus FDH cabinet – 1.1 x 1.0 m
- ii. Coordinate with BC Hydro, Telus and other private communication service providers:
  - To underground, the overhead lines and poles along Lysander Lane. All required above-ground boxes to facilitate the undergrounding works shall be located within the development site; all below-ground boxes shall be located outside of sidewalks and bike paths.
  - To pre-duct for future hydro, telephone and cable utilities along all road frontages.



- When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
- iii. Provide, prior to site preparation works (e.g., preloading, soil densification, DSM wall installation, etc.) or within the first servicing agreement submission, whichever comes first, a geotechnical assessment of pre-load and soil preparation impacts on the existing utilities fronting the development site (e.g., existing sanitary sewers and storm sewers and existing Graybar sanitary pump station, drainage pump station, etc.) and provide mitigation recommendations.
- iv. Provide a video inspection report of the existing storm sewers and sanitary sewers along the development's frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. Provide a follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
- v. Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- vi. Enter into, if required, 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, 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.

**At Subdivision\* stage, the developer must complete the following requirements:**

1. Subdivision of the property shall be such that no building is located on more than one parcel of land.
2. Registration of a cross-access easement, statutory right-of-way, and/or other legal agreement or measures as determined to the satisfaction of the Director of Development, over the internal drive-aisles in favour of Lot 1 including the installation of way-finding and other appropriate signage on the subject property.

**Prior to a Development Permit\* being forwarded to the Development Permit Panel for consideration for Phase 2, the developer is required to:**

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, together with a cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
  - comply with the guidelines of the OCP's for Industrial and ALR-adjacent developments;
  - include a mix of coniferous and deciduous trees;
  - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
  - include the 46 required replacement trees.

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$750/tree to the City's Tree Compensation Fund for off-site planting is required

**Prior to Development Permit\* issuance, the developer is required to:**

1. Deposit of a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect plus a 10% contingency. Up to 90% of the Landscape Security will be refunded after a Landscape Inspection, with the remainder held for up to one year to ensure the agreed upon landscaping survives.

**Prior to Demolition Permit\* Issuance, the developer must complete the following requirements:**

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

**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 Department. 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. 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 Department 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.

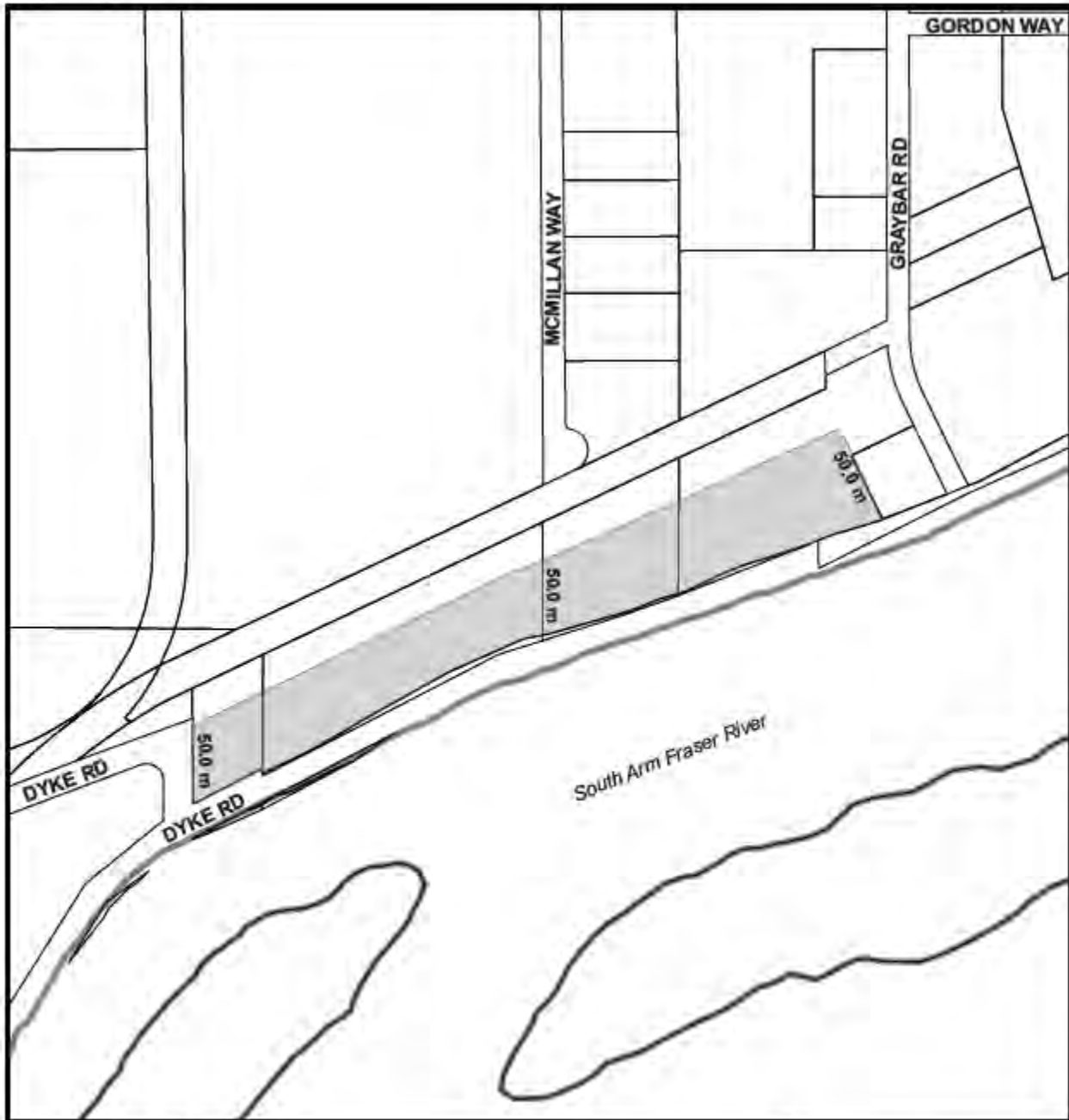
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Signed

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Date

APPENDIX A



	<h2>Graybar Road</h2>	<p>Original Date: 06/06/22 Revision Date: Note: Dimensions are in METRES</p>
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## **APPENDIX B**

### **Prior to a Building Permit being issued for any building on the southerly portion (50.0 m) of the consolidated lot, the developer is required to:**

1. City acceptance of the developer's offer to voluntarily contribute \$0.27 per buildable square foot to the City's Public Art Fund. The contribution rate should be revised to reflect the applicable rate at the time a Building Permit application is received.
2. The granting of a statutory right-of-way for the area over the proposed 3.0 m wide walkway from McMillan Way to Dyke Road to provide public pedestrian access between McMillan Way and Dyke Road, with the developer and owner being responsible for liability, construction and maintenance.
3. Dedication of land for dike
4. Submit a Traffic Impact Analysis, to the satisfaction of the Director, Transportation for the portion of development located within the future phase.
5. Enter into a Servicing Agreement\* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

#### Water Works

- a) At Developer's cost, the Developer is required to:
  - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
  - ii. Confirm with the City's fire department whether the existing hydrants along the Dyke Rd frontage of the site can be decommissioned if there are new hydrants in the drive aisle between proposed Buildings 1-2 and future buildings.
  - iii. If the existing hydrants along the Dyke Rd frontage of the site cannot be decommissioned, raise and replace the approximately 400 m of existing water main and hydrants along the Dyke Road frontage to locate it out of the proposed dike core. Additional right of ways may be required. The details (e.g., alignment, etc.) of the required replacement watermain and new rights of ways along the Dyke Rd frontages of the site shall be finalized via the servicing agreement design review.
  - iv. Monitor the settlement at the adjacent watermains during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts and mitigation measures to the City for approval.
  - v. Install one new water service connection for each of the proposed buildings. Meter to be located onsite (i.e. within the mechanical room).
- b) At Developer's cost, the City is to:
  - i. Complete all tie-ins for the proposed works to existing City infrastructure

#### Storm Sewer Works

- a) At Developer's cost, the Developer is required to:
  - i. Remove the existing perforated pipe along the east PL of 20911 Dyke Rd – subject to a review by a professional engineer confirming that the pipe is no longer in use.
  - ii. Monitor the settlement at the adjacent drainage utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts and mitigation measures to the City for approval.

- iii. Install one new storm service connection for each of the proposed buildings.
  - iv. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement.
- b) If the application for Phases 3-5 precedes the raising of the dike fronting the development, the Developer, at Developer's cost, is required to:
- i. Fill in the existing ditches along the Dyke Road frontages of 20911 Dyke Rd, 20455 Dyke Rd and 7500 No 9 Rd and replace with approximately 475 m of culvert. Provide capacity analyses under the existing and OCP scenarios to confirm the size of the required culvert. The developer's civil consultant shall confirm with the City's Engineering Department the drainage catchment boundary prior to start of the capacity analyses works. The culverts shall be located so they do not encroach in the proposed dike core.
  - ii. Replace and relocate approximately 225 m of existing storm sewer so they do not encroach in the proposed dike core.
- c) At Developer's cost, the City is to:
- i. Cut and cap all existing storm service connections and remove inspection chambers.
  - ii. Complete all tie-ins for the proposed works to existing City infrastructure, including re-connections of existing services to the new mains.

#### Sanitary Sewer Works:

- a) At Developer's cost, the Developer is required to:
- i. Monitor the settlement at the adjacent sanitary main and pump station during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts and mitigation measures to the City for approval.
  - ii. Install one new sanitary service connection for each of the proposed buildings.
- b) At Developer's cost, the City is to:
- i. Cut and cap all existing service connections to the development site, and remove inspection chambers.
  - ii. Complete all tie-ins for the proposed works to existing City infrastructure including re-connections of existing services to the new mains.

#### Dike Works

- a) If the application for Phases 3-5 precedes the raising of the dike fronting the development, the Developer, at Developer's cost, is required to:
- i. Construct approximately 730 m of dike upgrades, from the west property line of 7500 No 9 Rd to the eastern most property line of 6831 Graybar Rd (i.e. at Graybar Rd). The dike shall be a standard "superdike" trapezoidal configuration with a minimum crest elevation of 4.9 m geodetic with the ability to accommodate the future elevation of 5.9 geodetic. The dike shall include a retaining structure or sloped transition back to existing grade at the east and west end of the dike.
  - ii. Fill in the existing ditches along the Dyke Road frontages of 20911 Dyke Rd, 20455 Dyke Rd and 7500 No 9 Rd and replace with approximately 475 m of culvert. Provide capacity analyses under the existing and OCP scenarios to confirm the size of the required culvert. The developer's civil consultant shall confirm with the City's Engineering Department the drainage catchment boundary prior to start of the capacity analyses works. The culverts shall be located so they do not encroach in the proposed dike core.

Frontage Works

- a) The Developer, at Developer's cost, is required to:
  - i. Complete frontage improvements on Dyke Road to the satisfaction of the Director of Transportation. These should generally include sidewalk, landscaped boulevard, and street lighting. Exact frontage works to be determined at the time a Servicing Agreement application is received.
  - ii. Complete other road works at the discretion of the Director of Transportation based on the findings and recommendations of the Traffic Impact Analysis.
- b) If the application for Phases 3-5 precedes the raising of the dike fronting the development, the Developer, at Developer's cost, is required to:
  - i. Reconstruct Dyke Road to the satisfaction of the Director of Transportation. Exact road works to be determined at the time a Servicing Agreement application is received.

General Items:

- a) The Developer is required to:
  - i. Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the functional plan and registered prior to SA design approval:
    - a. BC Hydro PMT – 4.0 x 5.0 m
    - b. BC Hydro LPT – 3.5 x 3.5 m
    - c. Street light kiosk – 1.5 x 1.5 m
    - d. Traffic signal kiosk – 1.0 x 1.0 m
    - e. Traffic signal UPS – 2.0 x 1.5 m
    - f. Shaw cable kiosk – 1.0 x 1.0 m
    - g. Telus FDH cabinet – 1.1 x 1.0 m
  - ii. Coordinate with BC Hydro, Telus and other private communication service providers:
    - a. To underground, the overhead lines and poles along all road frontages. All required above-ground boxes to facilitate the undergrounding works shall be located within the development site; all below-ground boxes shall be located outside of sidewalks and bike paths.
    - b. To pre-duct for future hydro, telephone and cable utilities along all road frontages.
    - c. When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
  - iii. Provide, prior to site preparation works (e.g., preloading, soil densification, DSM wall installation, etc.) or within the first servicing agreement submission, whichever comes first, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting the development site (e.g., existing sanitary sewers and storm sewers and existing Graybar sanitary pump station, drainage pump station, etc.) and provide mitigation recommendations.
  - iv. Provide a video inspection report of the existing storm sewers and sanitary sewers along the development's frontages prior to start of site preparation works or within the first servicing agreement

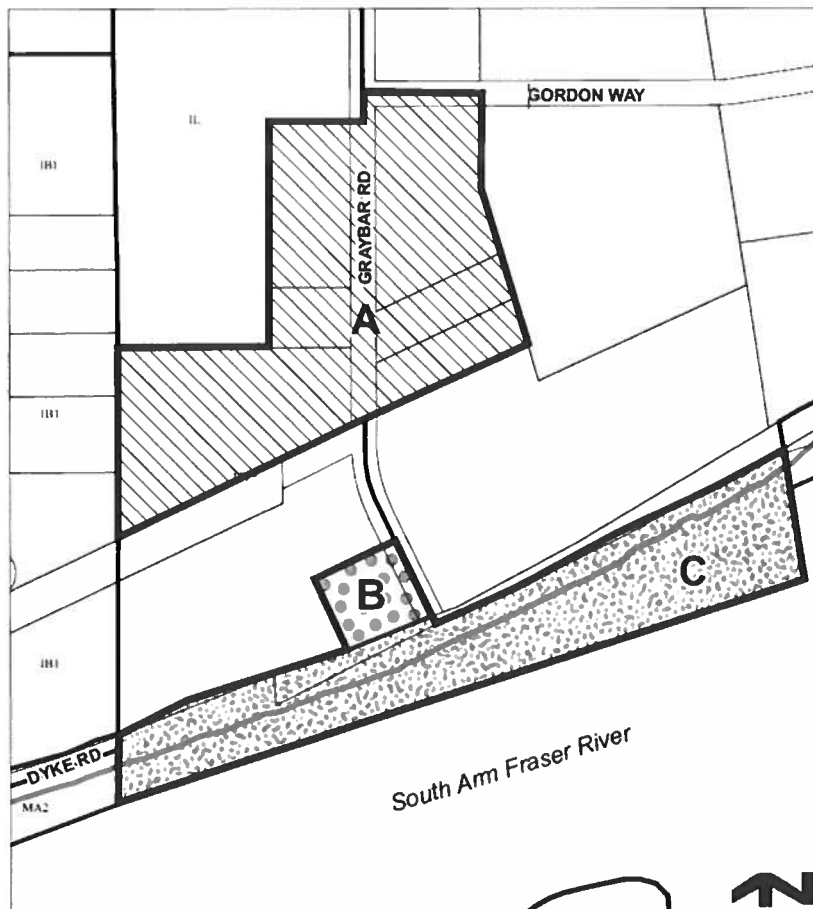
- submission, whichever comes first. Provide a follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
- v. Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
  - vi. Enter into, if required, 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, 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.



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 10336 (RZ 21-928623)  
6831 Graybar Road, 20455 Dyke Road, 20911 Dyke Road, 7500 No 9  
Road and Lot A Block 4N Plan EPP113853 Section 9 Range 4W New  
Westminster Land District & SEC 16, 17, 20 (PID 031-553-231) and  
a portion of Graybar Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by replacing Section 23.17.4.3 Diagram 1 with the following:
3. Diagram 1





2. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 23 (Site Specific Industrial Zones), in numerical order:

**23.20 Industrial Business Park and Marina (ZI20) – Graybar Road (East Richmond)**

**23.20.1 Purpose**

This zone provides for a range of **general industrial**, stand-alone **office**, and **maritime uses**, with a limited range of compatible **uses**.

**23.20.2**

**Permitted Uses**

- animal daycare
- animal grooming
- auction, minor
- boat shelter
- broadcasting studio
- car or truck wash
- child care
- commercial storage
- commercial vehicle parking and storage
- contractor service
- education, commercial
- emergency service
- equipment, minor
- fleet service
- government service
- health service, minor
- industrial, general
- industrial, manufacturing
- industrial, warehouse
- library and exhibit
- manufacturing, custom indoor
- marina
- marine sales & rentals
- marine sales and repair
- microbrewery, winery, and distillery
- office
- recreation, indoor
- recycling depot
- recycling drop-off
- restaurant
- utility, minor
- vehicle body repair or paint shop
- vehicle repair

**23.20.3**

**Secondary Uses**

- outdoor storage
- residential security/operator unit

**23.20.4 Permitted Density**

1. The maximum **floor area ratio** is 1.0, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **community amenity space**.

**23.20.5 Permitted Lot Coverage**

1. The maximum **lot coverage** is 75% for **buildings**.

**23.20.6 Yards & Setbacks**

1. The minimum **setback** to Graybar Road is 6.0 m.
2. The minimum **setback** to the north **property line** is 1.5 m.
3. Notwithstanding section 23.20.6.2, the minimum **setback** to the north **property line** for any portion of a **building** abutting McMillan Way is 3.0 m.
4. Where the **property line** abuts the **Agricultural Land Reserve** the minimum **setback** is 5.0 m.
5. The minimum **setback** to the south **property line** is 3.0 m.
6. There is no minimum **interior side yard** or **rear yard**.
7. A **restaurant** shall not be located closer than 20.0 m to the high water mark.

**23.20.7 Permitted Heights**

1. The maximum **height** for **buildings** is 16.0 m. Additional **building height** may be permitted through the development permit or development variance permit process to a maximum **height** for **buildings** of 35.0 m.
2. The maximum **height** for **accessory structures** is 20.0 m.

**23.20.8 Subdivision Provisions/Minimum Lot Size**

1. There is no minimum **lot width**, **lot depth**, or **lot area** requirement.

**23.20.9 Landscaping & Screening**

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

**23.20.10 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.

2. On-site loading shall be provided according to the provisions of Section 7.0, except that the minimum number of **loading spaces** shall be: 1 medium **loading space** and 0 large **loading spaces** per building.

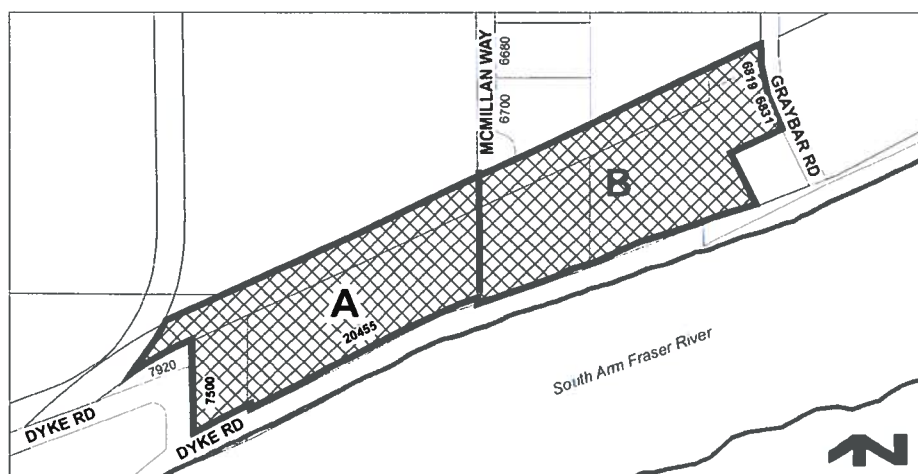
**23.20.11 Other Regulations**

1. The following **permitted uses** are subject to the restrictions in 23.20.11.2:

- a) **broadcasting studio**
- b) **education, commercial**
- c) **emergency services**
- d) **equipment, minor**
- e) **government service**
- f) **health service, minor**
- g) **library and exhibit**
- h) **microbrewery, winery and distillery**
- h) **office**

2. **Permitted uses** listed in 23.20.11.1 are only permitted in the area shown as "B" on Diagram 1, below.

Diagram 1



3. The sale of products or manufactured items to the general public is a permitted **secondary use** for **industrial, manufacturing uses** only, and is limited to 15% of the total **gross floor area**, up to a maximum **floor area** of 500 m<sup>2</sup>, of the **business**.

4. The following are prohibited from occurring on **sites** where **outdoor storage** is a **secondary use**:
  - a) **Outdoor storage** of wrecked or salvaged goods or materials;
  - b) **Outdoor storage** of food products;
  - c) **Outdoor storage** of goods or materials that are capable of being transmitted above, across, or below a land or water surface due to the effects of weather;
  - d) **Outdoor storage** of goods or materials that constitute a health, fire, explosion, or safety hazard;
  - e) Producing, discharging, or emitting odiferous, toxic, noxious matter or vapours, effluent, heat, glare, radiation, noise, electrical interference, or vibrations; or
  - f) Outdoor servicing of **vehicles** or equipment.
5. **Commercial vehicle parking and storage** and **outdoor storage uses** are not permitted to be stored, stacked, or piled in any manner that exceed 4.5 m in height.
6. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply.
3. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by designating that portion outlined in bold and shown on "Schedule A attached to and forming part of Bylaw 10336" as "**INDUSTRIAL BUSINESS PARK AND MARINA (ZI20) – GRAYBAR ROAD (EAST RICHMOND).**"
4. That the Mayor and Clerk are hereby authorized to execute any documents necessary to discharge "Land Use Contract 127", having charge number RD85962, including all amendments, modifications and extensions to charge number RD85962 from the following area:

Lot A Sections 9 and 10 Block 4 North Range 4 West  
New Westminster District Plan LMP41420  
PID 024-494-721

5. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10336”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

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MAYOR

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CORPORATE OFFICER