



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee

Date: November 23, 2011

From: Brian J. Jackson, MCIP
Director of Development

File: 10-6360-08/2011-Vol 01

Re: Ecowaste Industrial Proposal – Road Opening and Development

Staff Recommendations:

1. That the opening and development of road works to extend Blundell Road from where it currently ends (on the east side of No. 7 Road) to Savage Road, be approved.
2. That the opening and development of road works along Savage Road between Williams Road and Francis Road, be approved.
3. That authorization to Ecowaste Industries Ltd. to apply to the Agricultural Land Commission to open and develop Blundell Road between No. 7 Road and Savage Road as outlined in the staff report dated November 23, 2011 from the Director of Development be granted.

Brian J. Jackson, MCIP
Director of Development

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Att.

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
Policy Planning	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
REVIEWED BY TAG		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

Ecowaste Industries Ltd. intends on developing approximately 170 acres (69 ha) of Industrial (I) zoned and designated land they own directly to the west of Port Metro Vancouver lands (**Attachment 1** – Location Map). To facilitate this significant light industrial development, new roads and City services are required to be extended to the area. Opening of existing road allowances to permit the construction of road works along Blundell Road (No. 7 Road to Savage Road) and Savage Road (Williams Road to Francis Road) requires Council approval. Blundell Road, between No. 7 Road and Savage Road, is fully contained within the Agricultural Land Reserve (ALR), therefore approval from the Agricultural Land Commission (ALC) is required to open and develop Blundell Road (**Attachment 2** – Road Allowances Proposed to be Developed).

A Development Permit application (DP 11-566011) is also required and has been submitted for the industrial development to address agricultural buffering and to mitigate proposed works along No. 7 Road canal, which is designated as a Riparian Management Area and Environmentally Sensitive Area. Prior to considering the Development Permit application, Council approval of the road openings must occur first. If Council and the ALC approve the road openings, staff will bring forward the Development Permit application when the review is complete. Future road and infrastructure construction will be undertaken through a Servicing Agreement required to be completed by the developer.

Purpose

This staff report:

- Presents information related to the Ecowaste light Industrial development proposal and related request to open and develop City roads.
- Requests Council approval to open and develop Blundell Road (from just east of No. 7 Road to Savage Road) and Savage Road (from Williams Road to Francis Road).
- Requests authorization for Ecowaste Industries Ltd. to apply to the ALC for permission to open and develop road works and related City services (storm, sanitary, water) in Blundell Road (between No. 7 Road and Savage Road), which is contained in the ALR.

Development Site Location, Context and Background Information

The site consists of two parcels generally bounded by the Blundell, Savage, Williams and No. 7 Road allowances. The northern development parcel is 140 acres and the smaller parcel south of the Francis Road allowance is 30 acres.

The north parcel is the site of the decommissioned Richmond Landfill, which has been operated by Ecowaste since 1971. The former landfill site is significantly higher in elevation than surrounding parcels due to the past fill activities. Generally, elevations of the former landfill site are highest in the middle portion of the 140 acre parcel with the grade decreasing slightly towards the outer edges of the uppermost elevation of the landfill. Around the perimeter of the site, elevations drop significantly to match existing grades.

To date, land clearing and sand/fill material storage has been the extent of modifications and activities on the smaller 30 acre parcel located between Williams and Francis Road.

Land uses surrounding the subject site consist of industrial and port related developments to the east and south. Land contained in the ALR is located to the north of Blundell Road and east of Savage Road. Ecowaste's active landfill operation (for which approvals have been granted by the ALC) is situated to the north. Land uses to the west consist of a golf course (Country Meadows), cranberry fields and naturally landscaped areas all within the ALR.

- To the North: Across the Blundell Road allowance, an Agricultural (AG1) zoned parcel in the ALR.
- To the East: Across the No.7 Road allowance/canal, Industrial (I) zoned parcels (Port Metro Vancouver).
- To the South: Across the rail right-of-way, Industrial (I) zoned parcels.
- To the West: Across the Savage Road right-of-way, parcels zoned for Agriculture (AG1) and Golf Course (GC).

Extent of Road Services in Area

Currently, the northern parcel is not serviced by a municipal standard road. Currently, Blundell Road ends approximately 100 m (328 ft.) east of No. 7 Road. The southern parcel has road frontage on the narrow portion of the subject site on Williams Road.

Background Information – Landfill Operations

The Richmond Landfill was decommissioned in 2000 and Ecowaste is required to maintain and manage the former landfill operation to Ministry of Environment standards for industrial development. Based on information submitted by Ecowaste, the Richmond Landfill received construction and demolition waste and excavation materials. The site is owned, managed and serviced by Ecowaste and has a variety of buildings, service roads and leachate control/treatment structures that monitor activities on the site.

Summary of Light Industrial Development Proposal – Ecoridge Industrial Park

Ecowaste is proposing to develop a 170 acre light industrial park. The development's (Ecoridge Industrial Park) primary activity will be light industrial businesses focussed on Port supporting and transport based shipping and logistics operations, which are permitted and comply with Industrial (I) zoning. Proposed buildings will cater to tenants that require large areas and will generally range in size from approximately 9,300 m² (100,000 ft²) to 93,000 m² (1,000,000 ft²).

Ecowaste has indicated that it will retain ownership of the entire 170 acre light industrial development and no further subdivision of the two existing parcels is planned. As a result, the Ecoridge industrial development will consist of a number of large areas leased on a long-term basis to individual tenants. Phasing and build-out of the Ecoridge development is proposed to take approximately 10 to 15 years, which is subject to change, depending on demand and market conditions. Generally, the initial phases of industrial development will occur first on the north

portion of the 140 acre parcel next to Blundell Road. Subsequent phases will proceed around the perimeter of the parcel with the final phase planned for the smaller 30 acre parcel south of Francis Road. Please refer to **Attachment 3** for a conceptual phasing plan of the Ecoridge development.

Road construction will be sequenced with the build-out of the Ecoridge development as outlined in the phasing plan. Blundell Road construction will occur first to provide access to the northern development lot. Private roads will then be developed within northern lot to provide access to buildings. Later stages of road construction in other City road allowances (Savage Road and Francis Road) will not happen until development of the southern 30 acre parcel occurs, which is targeted for build-out in 10-15 years based, on the proposed phasing plan and market conditions.

Related Policies & Studies

Official Community Plan – Land Use Designation

The 170 acres of land is designated for Business and Industry in the Official Community Plan (OCP) Land Use Map and the proposed uses comply with the light industrial activities planned for the development (refer to **Attachment 4** for OCP Land Use Map).

Official Community Plan – Transportation

The OCP Transportation section contains objectives and policy statements that support the development of road infrastructure and traffic management to facilitate the movement of goods and services for commercial and industrial activities. To address the impact of the development on surrounding roads and identify required traffic routing and management measures, the proponent submitted a Traffic Impact Assessment that has been reviewed, with key recommendations supported by staff. Proposed opening and development of roads as outlined in this report complies with the transportation objectives and policies outlined in the OCP.

Council Policy 5013 – Property Fronting Undeveloped Roads (Construction Requirements)

This Council Policy ensures that properties to be developed are serviced by all necessary City infrastructure and roads. In situations where extensions of existing roads will service other properties, the Policy requires Council approval to open or extend the applicable roads (refer to **Attachment 5** for Policy 5013)

The northern development parcel (situated between Blundell, No. 7, Francis and Savage Road allowances) is not currently serviced by a municipal standard road or City services. Opening and development of Blundell Road results in services and access being available to the proposed Ecoridge development and requires Council approval (as per Policy 5013).

The southern development parcel (situated between Williams, Savage and Francis Road) is serviced by an existing, opened portion of Williams Road along the site's south frontage. Although this site has frontage and access to Williams Road, the proponent has indicated that development of a road along Savage Road from Williams to Francis Road is necessary to facilitate proper access to a parcel that is long and narrow. The opening of Savage Road is not the primary access to the southern parcel as it already has frontage on Williams Road. However, one property in the ALR immediately to the east of Savage Road would potentially have access to services with development of a road and therefore requires Council approval.

The impacts of road development in or adjacent to land in the ALR is discussed later in this report. Road development works on Francis Road (east of Savage Road), although required for the Ecoridge industrial development, does not require Council approval as road development along this portion of Francis Road does not result in servicing of any additional properties.

Consultation

Agricultural Advisory Committee

On July 14, 2011, the Agricultural Advisory Committee (AAC) reviewed the Ecoridge development proposal and related request to open and develop new roads required to service the project. The AAC supported the development and opening of the above mentioned roads based on the proponent's commitment to buffer its development to surrounding agricultural areas and the limited impact road development would have on surrounding agricultural operations.

In conjunction with support of road development along Blundell, Savage and portions of Francis Road, the AAC recommended that measures be implemented to ensure that a majority of the traffic associated with industrial development be routed to and from the north (via Blundell Road), which was a comment made in relation to mitigating impacts on the road network to the south (Williams Road; Steveston Hwy/Highway 99 Interchange). The AAC also provided feedback on minimizing light overspill and buffering to agricultural areas, which will be addressed in the Development Permit application required for this development due to proximity/adjacency to the ALR. An excerpt of the July 14, 2011 AAC meeting minutes is contained in **Attachment 6**.

Department of Fisheries and Oceans

Initial consultation with Department of Fisheries and Oceans (DFO) has commenced in relation to works within the designated Riparian Management Area (15 m) along No. 7 Road canal (also designated as an Environmentally Sensitive Area – ESA), which requires DFO approval. Impact of proposed works and associated enhancement and compensation within the RMA and ESA will be addressed through the Development Permit application process, which will involve additional consultation with DFO staff.

Port Metro Vancouver

Port Metro Vancouver (PMV) is aware of the proposed industrial development as representatives from Ecowaste and City staff have had direct communication with PMV staff on the project. PMV staff have been forwarded information on the 170 acre Ecowaste industrial development in conjunction with Traffic Impact Assessment (TIA) undertaken by Ecowaste's transportation consultant.

Specific comments from PMV on the submitted TIA have been communicated to City staff and the proponent. PMV comments generally relate to ensuring the TIA takes into account the most recent information on the Port's development plans and built out of remaining land within PMV's jurisdiction. A specific comment from the Port relates to the timing of both the Port and Ecowaste's industrial development and their impacts on traffic volumes. Ecowaste's consultants will be undertaking a sensitivity analysis to ensure their traffic model accounts for these timing concerns. In response, Ecowaste's transportation consultant is currently in the process of

revising the TIA where appropriate and preparing a separate addendum report for review and comment by PMV and City staff that responds to all technical questions raised by the Port. Applicable updates related to the revised TIA and addendum report will be provided in the forthcoming Development Permit application report.

City staff have also been communicating with PMV for an industrial project on PMV land (east of No. 7 Road) and have forwarded comments and relevant information on the proposed Ecowaste development and related infrastructure works so that the PMV industrial development takes into account future infrastructure works in the area.

Description of Preliminary Road Works

This section provides a general overview of road development works based on the preliminary cross-section provided by Transportation staff. Refer to **Attachment 7** for a map of road development.

Blundell and Savage Road Works

For Blundell Road (Contained in ALR), works will consist of the construction of an industrial standard road aligned on the north side of the road allowance as an interim half-road based on the ultimate cross-section of works planned for Blundell Road when fully developed in the future. In conjunction with the paved road, construction will also include a sidewalk (south side of Blundell Road), shared bike/pedestrian path (north side of Blundell Road), street lighting, medians and curbs/gutter to the appropriate City standard. Based on the required cross-section for Blundell Road, additional land will need to be secured on both the north and south sides (approximately 2.2 m) and will be finalized in latter design stages of the road and development.

A bridge structure is also required for the No. 7 Road canal crossing which will be integrated with the proposed works within Blundell Road. Blundell Road works will extend as far west as possible, but will not extend all the way to the Savage Road allowance due to the significant drop in elevation associated with Ecowaste landfill operations at the western edge. The proposed extension of works along Blundell Road does not connect to any existing opened road in the Savage/Blundell Road vicinity nor does it introduce any additional development pressure on agricultural areas.

For Savage Road (Outside of the ALR), works will consist of an appropriately designed road within the existing road allowance between Williams and Francis Road. Pedestrian/bicycle infrastructure and treed boulevard treatments will be located on the east side of Savage Road next to the industrial development. The west side of Savage Road will integrate a fence and landscape buffer treatment because it abuts the ALR. Identified works for Savage Road will fit within the existing 20 m (66 ft.) wide road allowance. Additional land is required at the south end of Savage Road from the proponent's industrial site (east side only) to account for a 10 m (33 ft.) wide reduction of the existing road allowance. The final amount of land to be secured will be determined through the detailed road design process.

Additional Supporting Road Works

A number of additional road works are required that tie-in to portions of Blundell and Savage Road proposed to be opened and developed. A portion of Francis Road (approximately 210 m east of Savage Road) will be developed in the existing 20 m (66 ft.) wide road allowance with continuation of frontage works (pedestrian/bike paths; treed boulevard). A private road developed through the northern development site from Blundell to Francis Road (referred to as Graymont Blvd. in the applicant's plans) will serve as the primary north/south running road providing access and required infrastructure to light industrial tenants located in the 140 acre parcel.

Development of road works in Francis and Graymont Blvd. also facilitates the ability for traffic associated with development of the smaller parcel south of Francis to access/exit through Blundell Road. Information on the traffic study and specific measures to prohibit general and industrial traffic use of the road connection between Williams and Blundell Road is outlined later in the report.

Phasing of Road Development and Provisions for Secondary Emergency Vehicle Access

Initial road construction will be associated with development of the northern parcel. Construction of Blundell Road along with portions of Graymont Blvd coincides with the first phase of building construction. Subsequent buildings on the northern parcel will involve additional extension of other private service roads (including Graymont Blvd.), all with primary access/egress through the Blundell Road extension across the frontage of the Ecoridge development. Construction of Savage and Francis Road will not occur until the final phase of the Ecoridge development associated with build-out of the southern 30 acre parcel between Williams and Francis Road occurs.

Until the development of roads occurs along Savage and Francis Road, secondary access (for emergency vehicles) needs to be provided for the northern lot once buildings are constructed to account for an alternative access route in the event of a blockage on Blundell Road. The proponent has indicated that a network of existing internal service roads currently provides access throughout the 170 acre development site, including a means to access the entire Ecoridge development site from Williams Road. These roads are currently utilized by Ecowaste vehicles and large trucks for maintenance and monitoring of the former landfill site and access to the active landfill operation on the north side of Blundell Road. The proponent has indicated that these internal service roads will remain (for private maintenance use only – no public access) throughout the build-out of the Ecoridge development and can be utilized to provide for secondary emergency vehicle and fire access.

Through the forthcoming Development Permit, Servicing Agreement application and Building Permit application for each phase, secondary emergency vehicle access provisions and firefighting provisions will be identified, reviewed and approved by City staff, including Richmond Fire Rescue. Upon preliminary review, Richmond Fire Rescue staff have identified the following requirements to Ecowaste to assist in the preparation of a plan to address secondary emergency access provisions:

- Accessible at all times for all emergency response vehicles.

- Access points (from Williams Road) and routes through the site is clearly marked and signed where appropriate.
- All secondary emergency response routes be maintained to the appropriate standard as determined by Richmond Fire Rescue.
- A finalized plan is required to be reviewed and approved by City staff (Richmond Fire Rescue) through the forthcoming Development Permit application.

Staff Comments

Planning and Development

Based on the previous use of the development site as a landfill operation, the Ministry of Environment has notified both Ecowaste and the City that approval of any development application associated with the site (i.e., Development Permit) is suspended until a certificate of compliance or remediation agreement to demonstrate that the site is being properly managed and monitored is obtained by the proponent. The suspension of approval placed on the subject site by the Ministry of Environment does not impact or hold up the request to open and develop roads as outlined in this report. Confirmation of compliance and Ministry release will be a condition of the forthcoming Development Permit associated with this project.

If additional lands are required to be secured for City road works and services, additional investigation will need to be conducted by the proponent related to the presence of any existing or potential contaminants. Based on this investigation, the appropriate mechanism to secure the land (statutory right of way over dedication) will be identified in the development process.

Engineering

As part of the report to request road opening, there is no requirement for the proponent to enter into agreements to construct the road works or City infrastructure (i.e. sanitary, storm and water) associated with the Ecowaste development. The forthcoming Development Permit will identify the required road works and City infrastructure requirements.

Based on the size of the proposed 170 acre industrial development by Ecowaste, the required works associated with City infrastructure (sanitary, storm and water) to service the project will be significant. In support of the forthcoming Development Permit application, the proponent has submitted a servicing strategy to the City that outlines the approach and required servicing works for sanitary, storm and water systems and road development works. Engineering staff are reviewing the servicing strategy so that all issues are resolved and necessary upgrades identified. The following is preliminary information on required City infrastructure works:

- Sanitary – There is no sanitary sewer service to the subject development parcel(s). Extension of the existing sanitary sewer system along Blundell Road from the development site to where it currently ends (approximately 400 m east of No. 7 Road) will be required. Additional upgrades including any new sewer pump stations and works to existing sanitary sewer infrastructure (i.e., sanitary pumpstations; forcemains; sewer lines) where new sanitary works will tie-in to may be required and will be determined through the review and approval of the servicing strategy. These works are not included in the Development Cost Charge (DCC) program.

- Storm – The No. 7 Road Drainage Pump Station is at capacity and fully subscribed by the existing uses and primarily serves as the main drainage station for farming in East Richmond. The drainage proposal involves routing storm water from the development site along Blundell Road to the No. 7 Road canal. Additional works may include construction of a new drainage pump station and upgrades and works to existing storm system infrastructure (i.e., storm pumpstations; canals) may be required and will be determined through the review and approval of the servicing strategy. These works are not included in the DCC program.
- Water – City water service will involve the extension of the existing line along Blundell Road. For development on the southern 30 acre parcel, connection to the existing water line along Williams Road is available. Any potential upgrades to existing water service in the area will be identified in the review and approval of the servicing strategy. The developer is responsible for ensuring adequate fire flow and any upgrades required.

On-site infrastructure works to service various phases of the 170 acre development proposal will be on private systems based on an on-site engineered design. All works involving City services or road development will require approval of a Servicing Agreement that will address the design and construction of works. Based on the large size of the Ecoridge development, it is anticipated that a number of Servicing Agreements will be required and sequenced with the phased build-out of the project. Additional information on specific City servicing works will be identified in the forthcoming Development Permit application.

All new storm, sanitary and water infrastructure works or upgrades required to existing City systems as a result of Ecowaste's industrial development proposal is required to be completed at the sole cost of the developer.

Transportation

City transportation staff and the proponent have been working together to determine the appropriate cross-sections and necessary works for road development to service the Ecoridge development. Transportation has identified the minimum road cross-sections for Blundell Road, bridge over No. 7 Road canal, Francis Road, Savage Road and the private road (Graymont Blvd) running through the northern development lot. Additional work on the functional road design will be undertaken by the proponent through the Servicing Agreement for relevant portions of road development.

The proponent has submitted a Traffic Impact Assessment (TIA) in relation to the proposed industrial development, which justified new road development and examined traffic related impacts specific to the project and surrounding road network. Transportation staff reviewed and concurs with key recommendations of the TIA report related to road opening and development. Any specific items (i.e., traffic control measures; upgrades) identified in the TIA will be implemented through the Servicing Agreement design submission process.

Analysis of Issues – Road Opening

Traffic Generation and Vehicle Routing

A key issue related to the opening of Blundell and Savage Road is determining how industrial and general vehicle traffic will access and exit the development site. For the Ecoridge development, the proponent has submitted a TIA to indicate that Blundell Road will be the primary access and egress for all vehicles upon redevelopment of the site and that the existing surrounding road network can accommodate the traffic generated from the light industrial activities. The TIA also confirms that the development will result in no net increase in traffic at the south end of the site at Williams Road. Based on the small amount of future building area requiring access to and from Williams Road, there will be no increase in traffic on the surrounding road network (including the Steveston Highway & Hwy 99 Interchange).

As recommended in the TIA and supported by Transportation staff and the proponent, a traffic control measure will be implemented as part of the road works to prevent a connection for general and industrial traffic between Williams and Blundell Road. This measure will prohibit general traffic through a specifically designed traffic control point, but will allow access for permitted vehicles (i.e., emergency vehicles, transit) and other users (i.e., pedestrians and cyclists). The conceptual design of the traffic control measure involves the following:

- Double cul-de-sac at each road end to enable commercial vehicle turn around.
- Controlled access lane connecting each cul-de-sac to allow for travel by permitted vehicles only and other non-motorized users.
- Signage, potential speed bumps and other traffic control measures determined through the design.
- Francis Road has been identified as the preliminary location of this traffic control measure; however the final location will be determined through the design process.
- At this time, the objective of these traffic measures is to not increase the traffic generated at the Steveston Hwy/Highway 99 Interchange until additional planning and transportation infrastructure upgrades occur along the Highway 99 corridor (including applicable highway interchanges).

Agricultural Impacts on or Adjacent to the ALR

Proposed road works involve Blundell Road along the site's northern frontage (fully contained in the ALR) and Savage Road between Williams and Francis Road (outside of the ALR).

For Blundell Road – application to and approval from the ALC is required for any road related works contained in the ALR. The site to the north of Blundell Road is the location of Ecowaste's active landfill operation and no further development or subdivision potential will result due to road works as the site is zoned and designated for agriculture. An extension of Blundell Road also does not facilitate additional access to properties west of the intersection at the Savage/Blundell Road allowances. ALR landscape buffering provisions has been incorporated on the industrial zoned site on the south side of Blundell Road, which will be reviewed and secured through the forthcoming Development Permit application. Therefore, impact on ALR land and agricultural activities will be minimal.

For Savage Road – no approval is required from the ALC for the road works. Only one property in the ALR on the west side of the road will be provided with new frontage as a result of the Savage Road works. However, no intensive development would be permitted as the site is zoned and designated for agriculture and therefore, further subdivision or redevelopment into other uses

would not be supported and requires Council approval. Similar to the approach for Blundell Road, the proponent has prepared a landscape buffer plan to be located on the industrial development site in conjunction with hedging and fencing within the Savage Road allowance on the east side directly adjacent to the ALR. This ALR buffer landscape plan will be reviewed and secured through the forthcoming Development Permit application.

Opportunities for Improved Pedestrian, Transit and Bicycle Connections

The proposed development of roads along Savage, Francis, Blundell and the private road (called Graymont Blvd. by the applicant) running north-south through the Ecoridge development will significantly improve and enhance transit, pedestrian and bicycle linkages between Williams and Blundell Road. The preliminary cross-sections of Savage, Francis and Blundell Road all include specific pedestrian and bicycle dedicated pathways designed to integrate and transition with established infrastructure in the surrounding area.

City staff and the proponent are also working on establishing an off-road pedestrian/bicycle pathway that would provide a linkage between Francis and Blundell Road and run along the south and east edge of the northern Ecoridge development lot. This pathway would utilize an existing private gravel service road used by Ecowaste to monitor the decommissioned landfill site. Both the proponent and City have expressed an interest in exploring and securing a public pathway along this general alignment subject to resolution of any technical issues. Staff will continue to work with Ecowaste to achieve this trail connection and can provide status updates when the Development Permit application is brought forward for consideration. If a path is secured and established, it would not be operational until the final phase of the Ecoridge development proceeds, which involves supporting pedestrian/bicycle pathway works in conjunction with road development along Savage and Francis Road.

Future Process and Forthcoming Development Permit Application

If Council approval is granted to open and develop Blundell Road between No. 7 and Savage Road, Ecowaste will file the appropriate application with the ALC along with all necessary supporting documentation from the City. ALC staff will review the application and contact the City for any additional comments on the proposal prior to the ALC making a decision.

A Development Permit application is required for the Ecoridge industrial development on both lots totalling 170 acres to address:

- Agricultural/ALR buffers to the north and west and the provision of a comprehensive landscape buffer plan.
- Mitigation and enhancement associated with all works done in RMA and/or ESA designated areas in conjunction with the No. 7 Road canal.


A Development Permit application has been submitted by Ecowaste (DP 11-566011), which is being reviewed by staff.

Financial Impact

None.

Conclusion

The opening and expansion of roads as outlined in this staff report is critical to the development of the Ecoridge industrial park. Road opening to facilitate continued growth and development of employment lands is supported by the OCP. All technical issues associated with road development have been addressed. Staff support the request to open and develop Blundell and Savage Road.



Kevin Eng
Planner 1

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Attachment 1: Location Map

Attachment 2: Road Allowances Proposed to be Developed

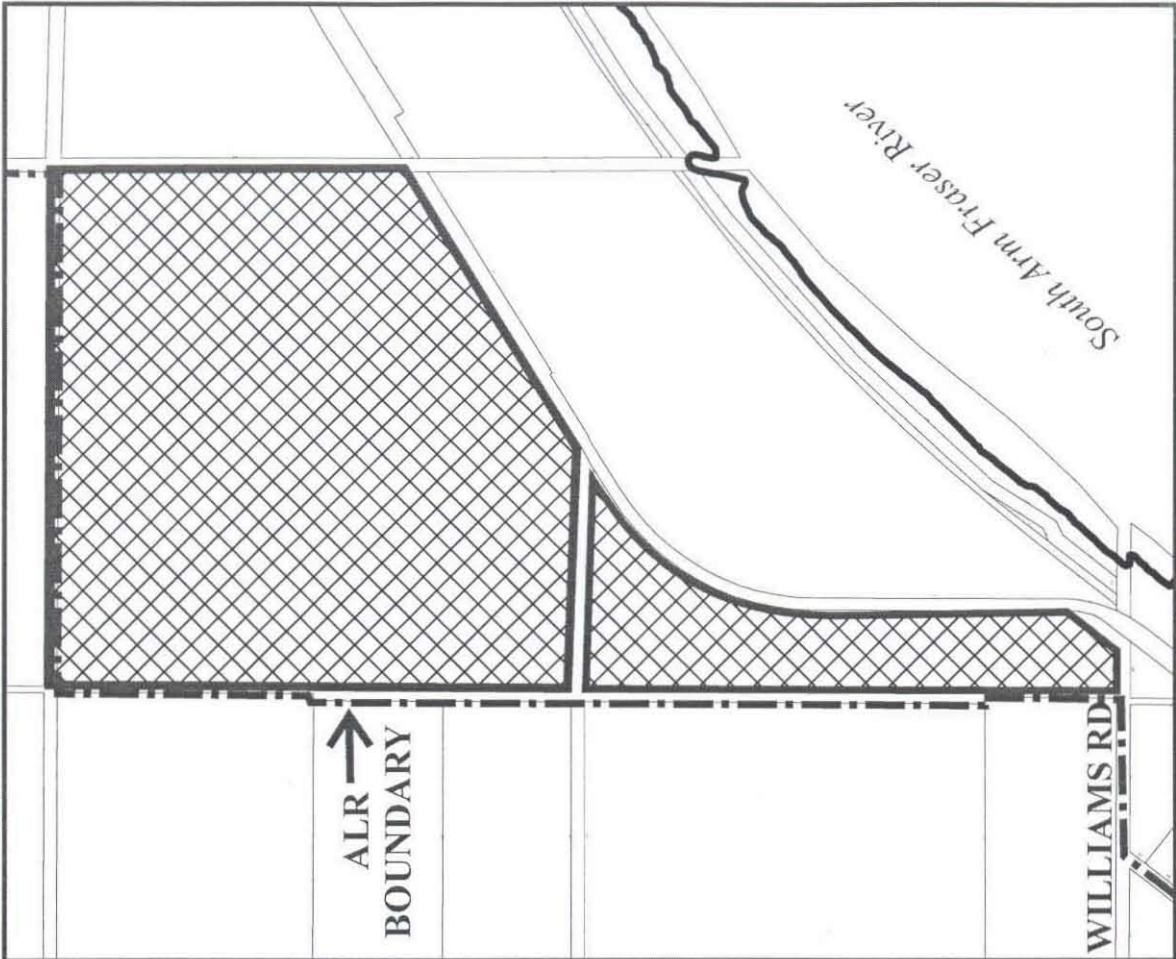
Attachment 3: Conceptual Ecoridge Industrial Park Phasing and Development Plan

Attachment 4: Official Community Plan Land Use Map

Attachment 5: Council Policy 5013 – Property Fronting Undeveloped Roads (Construction Requirements)

Attachment 6: Excerpt of July 14, 2011 AAC Meeting Minutes

Attachment 7: Conceptual Map of Road Development

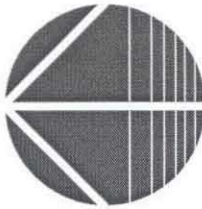
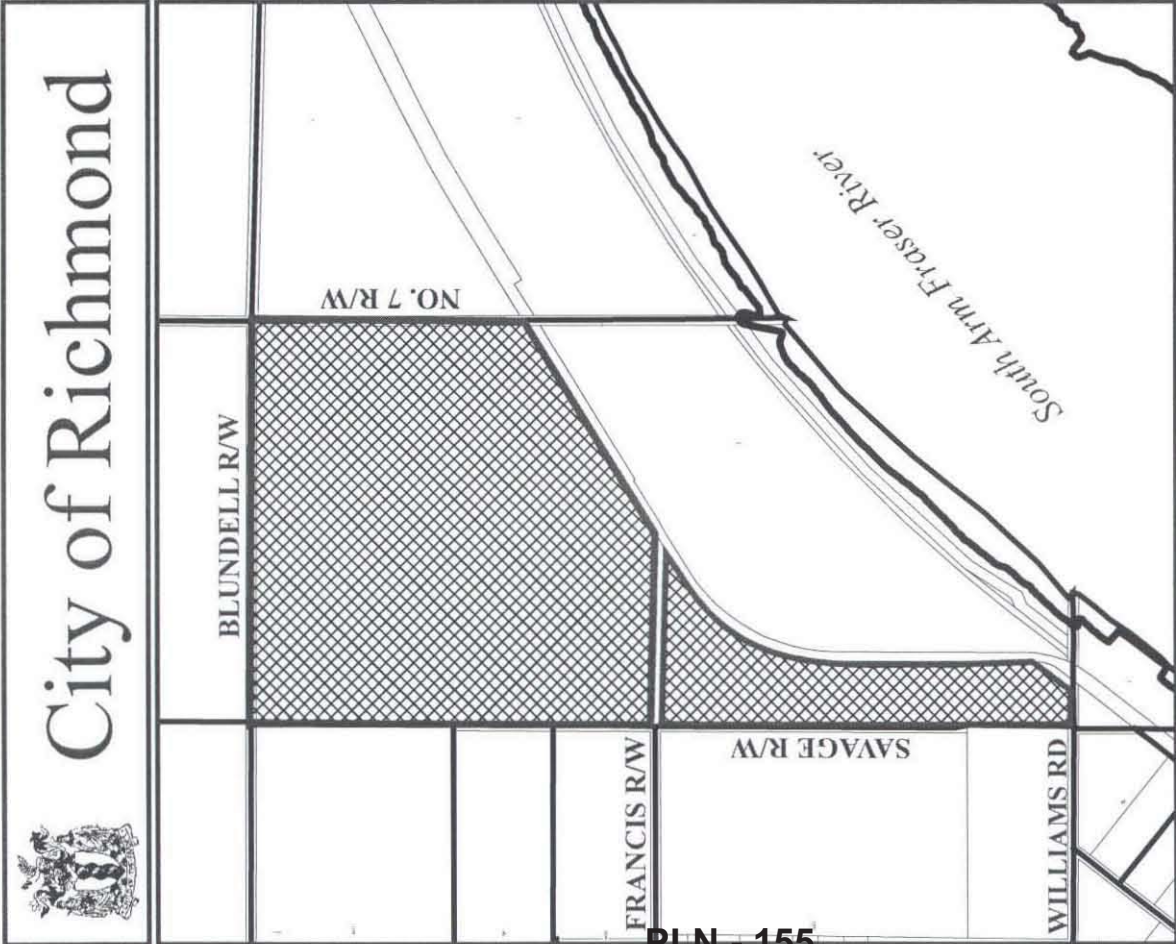


Original Date: 10/03/11

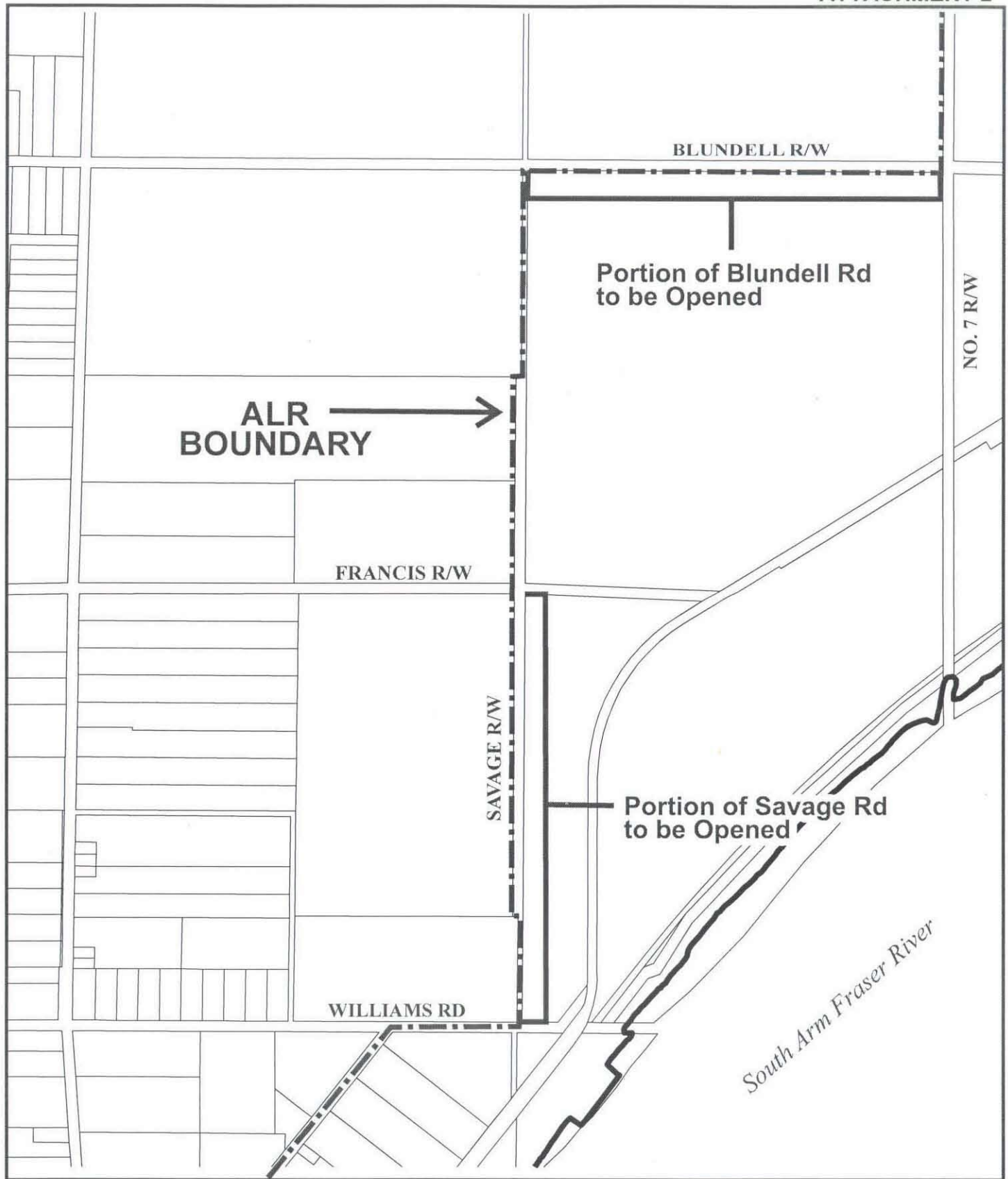
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Note: Dimensions are in METRES

LOCATION MAP
ECORIDGE INDUSTRIAL DEVELOPMENT SITE



City of Richmond



Road Allowances Proposed to be Opened

PLN - 156

Original Date: 10/03/11

Revision Date:

Note: Dimensions are in METRES



KEY PLAN

PERTINENT DATA:

CIVIC ADDRESS:
Corner of BLUNDEL & No. 7 ROAD
RICHMOND, B.C.

LEGAL DESCRIPTION:
PORTION OF SECTIONS 22 AND 27, BLOCK 4
NORTH OF 10TH STREET WEST, VANCOUVER

ZONING: INDUSTRIAL (Zoning By Law 6500)

SITE AREA:
AREA: Approx. = 686,422 sq. m (169,696 ac) 68.66 ha

POTENTIAL LOT SIZES

PHASE	BUILDING	AREA sqm	AREA ac
1	BUILDING #1	53,246	13.16
2	BUILDING #2	87,689	21.79
3	BUILDING #3	53,830	13.37
4	BUILDING #4	55,719	13.87
5	BUILDING #5	55,553	13.74
6	BUILDING #6	50,278	12.41
7	BUILDING #7	50,278	12.41
8	BUILDING #8	50,278	12.41
9	BUILDING #9	50,278	12.41
10	BUILDING #10	50,278	12.41
11	BUILDING #11	50,278	12.41
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94	BUILDING #94	50,278	12.41
95	BUILDING #95	50,278	12.41
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98	BUILDING #98	50,278	12.41
99	BUILDING #99	50,278	12.41
100	BUILDING #100	50,278	12.41

SITE COVERAGE:

TOTAL BUILDING AREA = 2,925,310 sq. ft (269,867 sqm)

243,881 / 686,442 = 36%

HEIGHTS:
12.0m max.

ACCESSORY STRUCTURES = 20.0m max.

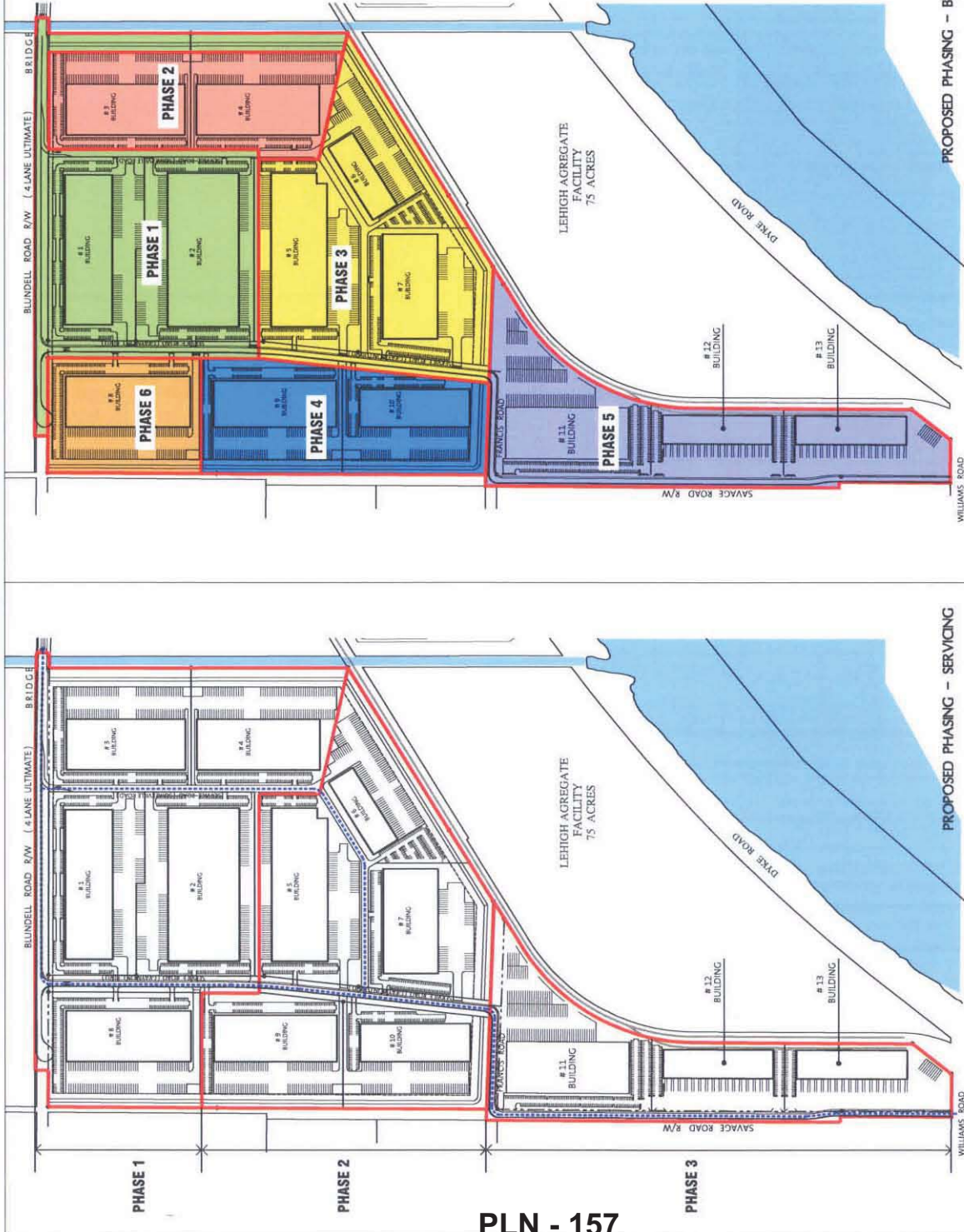
SETBACKS:
FRONT AND EXTERIOR SIDE YARD = 3.0m
INTERIOR SIDE AND REAR YARD = 0.0m

PARKING INFORMATION:
REQUIRED: 11700m of GROSS LEASABLE AREA

PARKING STALL & AISLE DIMENSIONS:
STANDARD STALL = 2.44m x 5.50m (8'0" x 18'0")
AISLE = 7.50m (24'6") min. x 18'0"

SMALL STALL = 2.44m x 5.00m (7'10" x 16'5")
HIC CAR STALLS = 3.70m x 5.50m (12'2" x 18'0")

LEGEND:
--- PROPERTY LINE
----- SERVING LINE



PLN - 157

ECOWASTE MASTER PLAN
BLUNDEL ROAD & NO. 7 ROAD, RICHMOND, B.C.

PROPOSED PHASING

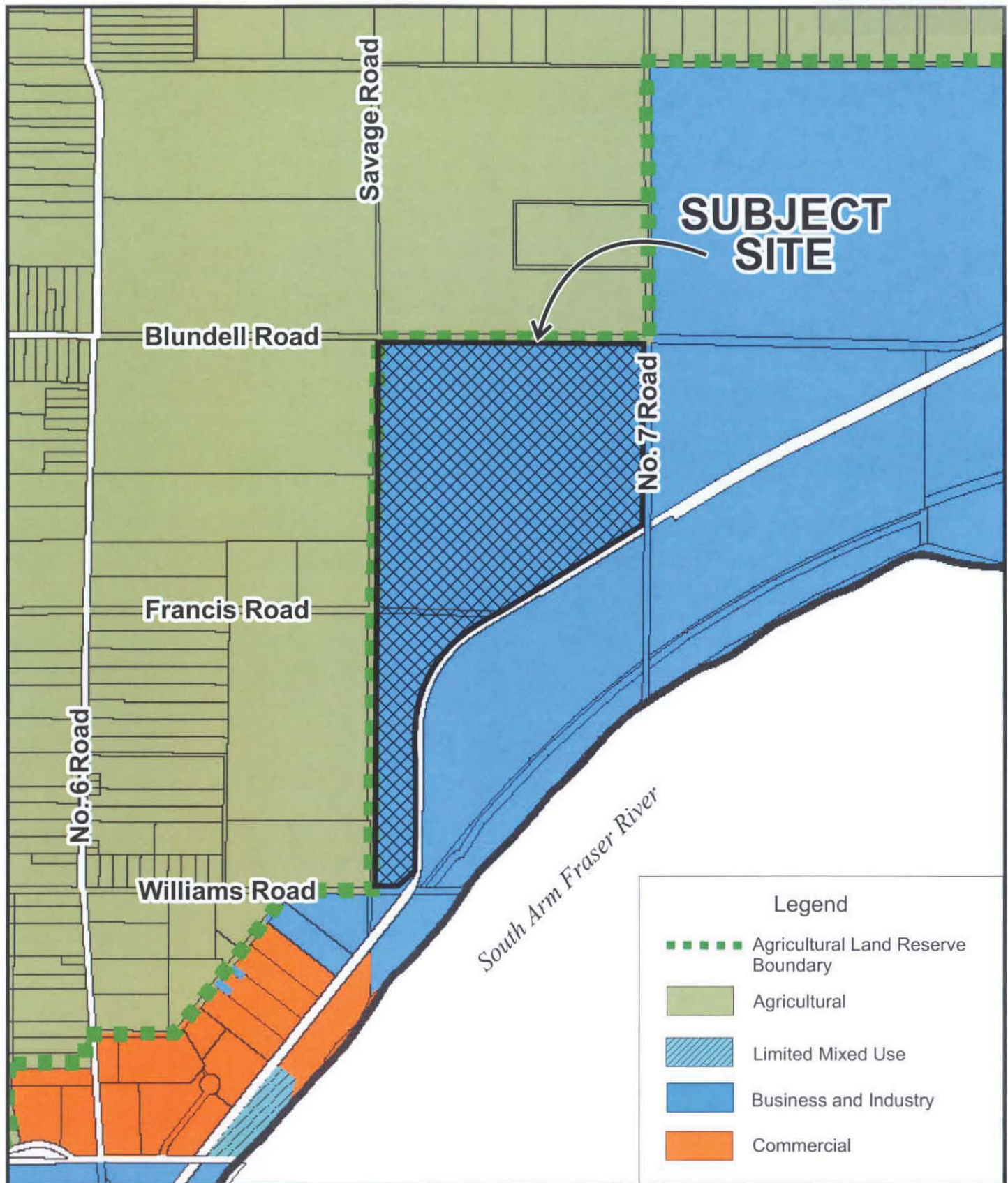
Project Number: 10-10-126

Date: AUG 18 2011

Drawing Number: SK-08



PROPOSED:



Richmond Official Community Plan Land Use Map

PLN - 158

Original Date: 10/11/11

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Policy Manual

Page 1 of 1

Adopted by Council: Sept. 8/80

POLICY 5013

Re-affirmed: July 27/98

File Ref: 8350-00

PROPERTY FRONTING UNDEVELOPED ROADS – CONSTRUCTION REQUIREMENTS

POLICY 5013:

It is Council policy that:

Prior to property being utilized for any purpose requiring a building permit, the following requirements must be met:

1. The property must be legally registered as a single parcel of land in the Land Title Office.
2. The property must have frontage on a public road right-of-way containing City services across the total frontage of the property to the required standards for the zone and sized for future extensions. The services must be extended or improved to meet this criterion.
3. Where extensions of existing roads will open or will effectively service other properties, such extensions must receive Council approval.
4. A lot which is the site of an existing dwelling unit may be used as a site for a replacement dwelling, although the lot does not meet the requirements of this policy.
5. If the required services do not exist, they must be provided at the cost of the applicant.
6. This policy applies to all City zones.

(Urban Development Division)

Excerpt of Agricultural Advisory Committee Meeting Minutes
July 14, 2011

Development Proposal – Ecowaste Lands Proposal to Open Roads in/or Adjacent to the ALR

Staff provided an overview of the summary table contained in the agenda packages and highlighted the following about the project:

- The subject lands are outside and adjacent to the ALR and are proposed for a light industrial development (170 total acres). This land use complies with existing OCP designations and zoning regulations.
- The proponents have identified that the development of roads along the Blundell Road allowance (along the site's northern frontage) and Savage Road allowance (west frontage between Williams Road and Francis Road allowance) is necessary to provide access to the development.
- The ALC have confirmed that the Blundell Road allowance is fully contained in the ALR (thus requiring an application and approval from the ALC to develop a road). Savage Road has been confirmed not to be in the ALR (boundary is on the west property line of the road allowance).
- Council policy requires that Council Approval is required for development of roads that would result in the servicing of properties. Therefore, Council approval is required based on the proposal to develop Blundell Road and portions of Savage Road. A small portion of Francis Road (not directly adjacent to the ALR) is also required to be opened to facilitate access to the southern "panhandle" portion of property.
- A Development Permit application would also be required to address ALR adjacencies and buffering and Environmentally Sensitive Area mitigation/enhancement and that this application would be brought to the AAC for review and comment at a future date. Detailed information on the preliminary ALR buffer concept was submitted in this submission to the AAC for comments as well.

Norm Laube and Tom Land presented additional background on the site and overall development plan and highlighted the following:

- The development site is a former landfill (primarily construction debris) site that closed approximately 6 years ago. The proposed development is consistent with the City land use and zoning designations for the area and represents the western extent of lands that would service Port Metro Vancouver.
- A majority of the vehicles and trucks will gain access to the site from Blundell Road to the north. A north-south connection through the site (via portions of Savage Road and Francis Road opening and internal road through site) is also proposed to service

the industrial development and provide improved transit service and bike/pedestrian connections through the area. It was also referenced that the north-south connection would facilitate the creation of a secondary emergency access to the site.

- The applicant provided an overview of the varying ALR buffer treatments and building setback to the ALR boundary for 3 adjacencies (1) Blundell Road; (2) Savage Road (between Francis and Blundell); (3) Savage Road (between Williams and Francis).

AAC members made the following comments on the proposal:

- A question was asked about if there was any drainage infrastructure in the vicinity of the Savage Road allowance. Committee members and staff commented that drainage infrastructure along Savage Road existed in conjunction with a cranberry farm near Savage and Francis Road intersection. AAC members suggested that if road works are proposed along Savage where drainage canals exists either in the road allowance or adjacent to it, all works need to accommodate and support agricultural drainage.
- Questions arose surrounding the leachate containment system on the subject development site. Ecowaste identified that a full leachate containment system was developed for the former landfill site and is operated in accordance with Ministry of Environment approvals. Any water that leaches through the landfill site is collected through a series of pipes and then treated appropriately. Ecowaste also highlighted that the development plan involves them remaining as the owner of the site and that they will be responsible for maintaining the leachate containment system as long as necessary.
- Impact of a light industrial development on the liveability of surrounding agricultural areas with single-family residences was a concern pertaining to the light overspill (from trucks, building mounted lights and lamp standards) and noise (rail) generated from the development. Additional comments were made that these factors need to be taken into consideration in the development so that the liveability of residences in the ALR is not diminished, thereby minimizing the impact on agricultural viability.
- A comment was made about if this development in conjunction with the extension of Blundell Road further west would result in development pressure west of Savage Road. Staff responded that lands west of Savage Road are in the ALR and designated for Agriculture in the OCP.
- Comments from members were made about how a connection to the industrial development to the south (via Williams Road) would have a huge impact on Steveston Highway (at the Highway 99 interchange) and that this should be considered a significant downside to the development as proposed. The applicant responded that the development is being designed so that the primary access/egress to the site will be through Blundell Road in order to connect to the Westminster Highway Interchange and newly constructed Nelson Road Interchange. Staff also advised that the north-south connection and issues surrounding vehicle access and

egress to the south at Williams Road has been identified as an issue by staff and in the applicant's traffic impact assessment study. Staff are reviewing the impacts of this and are in the process of working with the traffic consultant to determine options to limit vehicle access/egress from the south portion of the site; thereby requiring vehicles and commercial trucks to travel to the north.

- The applicant highlighted that construction along Blundell Road will remove truck traffic that currently comes from Williams Road to access the active landfill site on the north side of Blundell.
- A question was asked about the potential for rail to service the subject development site and whether buildings could be oriented to minimize impacts (i.e., noise). It was noted that rail service would not be technically feasible for the northern (130 acre) site due to grades. Rail service would be a possibility for the "panhandle" lot to the south, and that the proposal would involve buildings between the rail line and agricultural areas to lessen impact.
- The Blundell Road allowance consists of a gravel private access road utilized by Ecowaste for the operations of the landfill. No existing ditching or drainage canals are situated in the Blundell Road allowance. Due to the significant elevation change within the Blundell Road corridor between No. 6 Road and Savage Road, it would not be possible to create a drainage connection out to No. 6 Road.
- A reference was made to the proposed buffer scheme along Savage Road (between Francis and Blundell) and that Ministry guidelines established a 8m buffer that should include a solid planted screen to address issues related to sound transfer, light overspill and minimizing dust/odour transfer to neighbouring areas. Therefore, it was suggested that the adjacency along this portion of Savage Road should be considered for a planted buffer screen to address some of the agricultural adjacency and liveability concerns noted by AAC members. Staff identified that the use of Evergreen Huckleberry should be avoided.
- In response to questions about how the ALR buffer will be secured and forthcoming process, staff identified that as part of the Development Permit application process, a legal document, landscape plan and appropriate bonding will be secured to ensure implementation of the ALR buffer. The Development Permit application (ALR buffer and adjacency) will also be forwarded to the AAC at a future date for further review and comment.
- Clarification was provided that the application to the ALC pertaining to Blundell Road was not to exclude the land from the ALR. The application is a "Transportation Use" proposal in the ALR.




As a result of the discussion, the AAC forwarded the following motion:

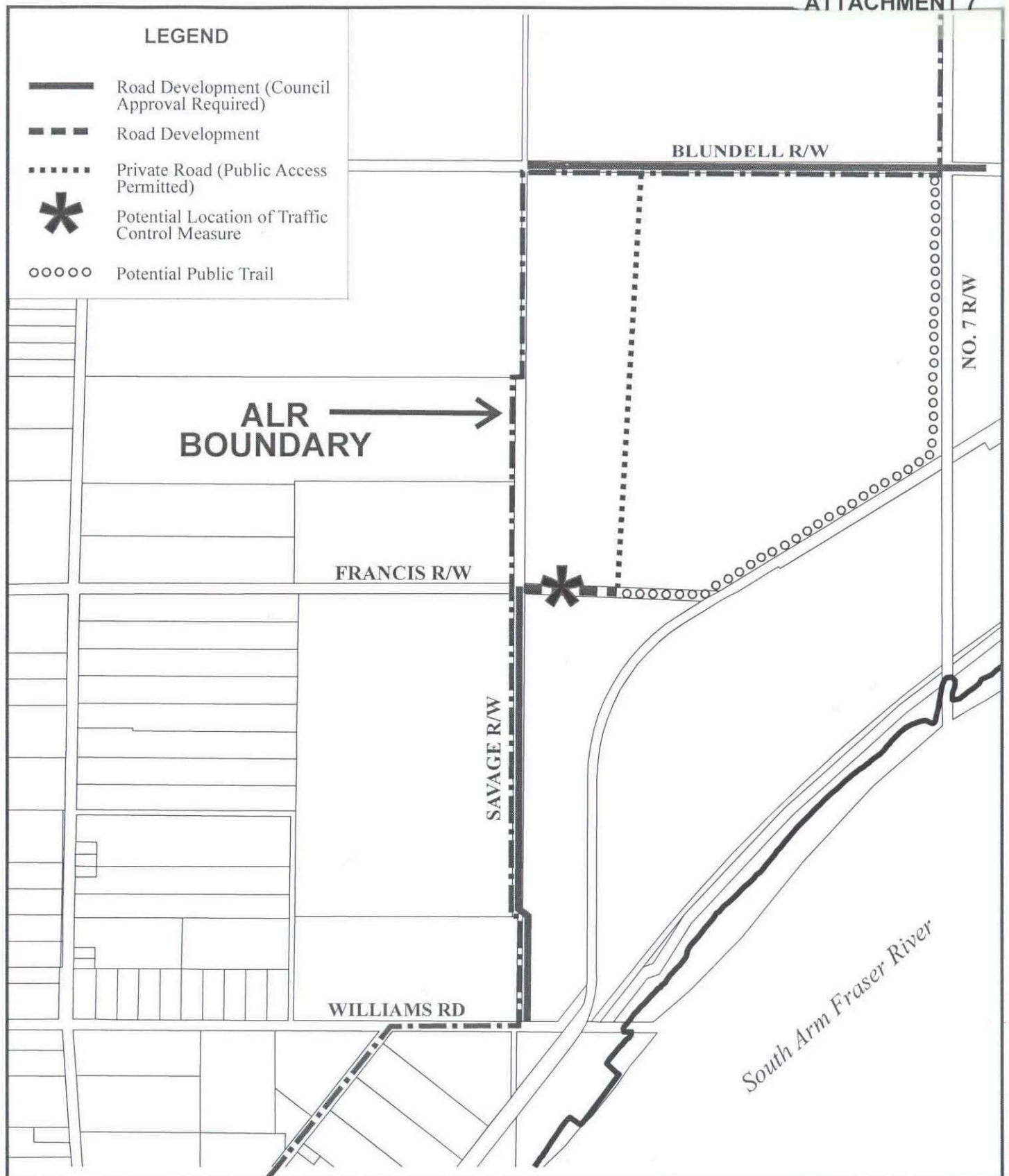
That the Agricultural Advisory Committee support the proposed development of roads to service Ecowaste industrial designated lands along Blundell Road (between No. 7 Road and Savage Road), Savage Road (between Williams Road and Francis Road) and a small portion of Francis Road immediately to the east of Savage Road subject to the following conditions:

- *Vehicle and commercial truck traffic to the industrial development be routed to and from the site from the north via Blundell Road.*
- *Implementation of appropriate buffering, setbacks and planted screens along adjacencies to the ALR to address concerns about light overspill, maintaining liveability in agricultural areas and mitigate against typical farm activities that generate noise, odour or dust.*

Carried Unanimously

LEGEND

-  Road Development (Council Approval Required)
-  Road Development
-  Private Road (Public Access Permitted)
-  Potential Location of Traffic Control Measure
-  Potential Public Trail



Conceptual Map of Road Development

PLN - 164

Original Date: 10/04/11

Revision Date:

Note: Dimensions are in METRES