



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee
From: Jean Lamontagne
Director of Development

To - July 23, 2007
TO Planning, July 17, 2007
Date: June 28, 2007

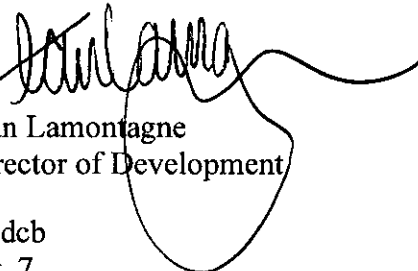
RZ 07-362690

Re: **Application by Ventana Construction Corporation for Rezoning at 12200 Steveston Highway from Agricultural District (AG1) to Comprehensive Development District (CD/187)**

File: 8060-20-8270/8271

Staff Recommendation

1. That Official Community Plan Amendment Bylaw No. 8270, to re-designate 12200 Steveston Highway from "Business and Industry" to "Commercial" in Attachment 1 (Generalized Land Use Map) to Schedule 1 of Official Community Plan Bylaw No. 7100, be introduced and given first reading.
2. That Bylaw No. 8270, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw No. 8270, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.
4. That Bylaw No. 8271 to create "Comprehensive Development District (CD/187)" and for the rezoning of 12200 Steveston Highway from "Agricultural District (AG1)" to "Comprehensive Development District (CD/187)", be introduced and given first reading.

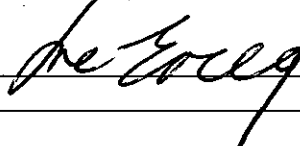

Jean Lamontagne
Director of Development

JL:dcb
Att. 7


Terry Crowe
Manager, Policy Planning

FOR ORIGINATING DEPARTMENT USE ONLY

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Ventana Construction Corporation has applied to the City of Richmond for permission to rezone 12200 Steveston Highway (**Attachment 1**) from "Agricultural District (AG1)" to "Comprehensive Development District (CD/187)" in order to permit an automobile dealership (**Attachment 2**).

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 3**).

The site was formerly used for agricultural purposes, accommodating primarily horses and other livestock. The lot has since been cleared of all structures and partially preloaded in preparation of accommodating uses compatible with the adjacent industrial properties to the south and west. The lot is considered a gateway to Richmond due to its location and high visibility from both Steveston Highway and Highway 99.

Surrounding Development

- To the north across Steveston Hwy., the former Fantasy Gardens and Art Knapps site. Those lands are zoned Botanical Garden District (BG1 and BG2);
- To the east, Highway 99 and agricultural lands (zoned AG1 and RSC) along the east side of the freeway;
- To the south and west, Business Park Industrial (I3) uses (i.e. clean industrial uses with independent office uses).

Site Constraints:

The site has a number of constraints affecting the positioning and massing of the building and structures on the lot. These include:

- A 15m riparian management area setback along the eastern property line;
- A BC Hydro right of way through the eastern third of the lot;
- Ministry of Highways requirements for a visual barrier at least 0.6m high along Steveston Highway;
- Sign Bylaw 5066 constrains the placement of signs / structures within 183m (600.4 ft) of the centre line of Highway 99 or their approaches. Signage incorporated into the building structure (i.e. integral to the building design) may be exempt.

Consultation

No public consultation has been undertaken for this project beyond the usual mechanisms (i.e. application signage). At the time of writing, no letters and only one call have been received from the public regarding the application.

In accordance with Council Policy 5043 on OCP Amendment no additional consultation is required. There is no residential use in this proposal so the School District does not need to be consulted. The Public Hearing will provide an opportunity for area residents, businesses and property owners to comment on the application.

The applicant has worked with BC Hydro, the Ministry of Transportation and the Department of Fisheries and Oceans to address technical issues and concerns.

Staff Comments

No significant concerns have been identified through the staff technical review. All technical constraints appear to have been resolved. Highlights from this review include the following:

Site Services and Utilities

- A utilities capacity analysis has been submitted to the City for review. The review of the storm and sanitary sewer systems from the development site to the main conveyance or pump station, to the satisfaction of the City, must be completed prior to final adoption of the rezoning bylaw.
- Any identified upgrades are to be included in the Servicing Agreement for this application. The storm sewer analysis is required to identify the necessary upgrades to prevent any downstream flooding and should include all the necessary MBE's, (Minimum Building Elevation). The sanitary analysis is required to identify the necessary upgrades to ensure there is sufficient capacity to the pump station.
- Any storm or sanitary sewer system infrastructure upgrading, as determined by the accepted capacity analyses, is required for all downstream systems from the development site. Any identified upgrades will be the sole responsibility of the applicant with no applicable DCC credits.

Transportation and Vehicle Access

- Land dedication and a Servicing Agreement for road construction to complete Featherstone Way to City standards are conditions of the Rezoning approval.
- A 4.0 m wide Public Right of Passage (PROP) to accommodate a pedestrian/bike trail along the entire west side of the property between Steveston Hwy. and Featherstone Way is to be provided as a condition of Rezoning approval. Design details will be addressed through the Servicing Agreement. The developer will be responsible for the design and construction to City standards.
- Parking provisions for staff and visitors (i.e. 142 stalls) exceed the Zoning Bylaw requirements of 106 stalls.
- A Traffic Impact Study was prepared for this project which concludes, in part, that the impact of the proposed development will have a negligible impact on current and future base traffic.
- Vehicle access is to be restricted to Featherstone Way only. A pedestrian path directly connects the site directly to Steveston Highway.
- The proponent is seeking a reduction in the number of loading bays from 3 bays to 2 bays. The proponents rationale is provided in **Attachment 6**.
- A requirement by the Ministry of Transportation for visual barriers along Steveston Hwy. to prevent vehicle headlights from affecting motorists along Steveston Hwy. and the on ramps to Hwy. 99 is being addressed through landscape planting along the northern perimeter. The design of this visual screen will be further refined as part of the subsequent DP application. Final approval by MOT staff will be required.

Riparian Area

- The project incorporates enhancement of the Riparian Management Area (RMA) along the ditch at the northern and eastern property boundaries with trees, shrubs and ground covers to

be planted in these areas (see **Attachment 2** Envirowest Planting Plan). The details of the planting plan will be further refined through the Development Permit review and will also be reviewed by Fisheries and Oceans staff.

- Buildings and structures are set back 15m from the top of ditch in accordance with the Riparian Management Area.

Flood Protection

- In accordance with the City's Interim Flood Management Strategy registration of an indemnity floodplain covenant is a requirement of the Rezoning.

A full list of the rezoning considerations is provided in **Attachment 7**.

ADP Preliminary Design Review

The development proposal was reviewed by the Advisory Design Panel as a preliminary application on Wednesday, June 6, 2007. The application was generally well received. The Panel recognized both the constraints and the prominence of the site and made a number of recommendations for enhancing the building elevations and site landscaping with the objective of moving the design toward a stronger, more dramatic appearing building for this site. The Panel acknowledged that some of their suggestions may run counter to the standards established by General Motors for its franchises. The applicant agreed to examine these elements and if necessary discuss these with General Motors. The Panel endorsed moving the application forward for review by Planning Committee and Council with the expectation that the application will again be reviewed by the Panel under the Development Permit Application review process.

Some of the features that will be reviewed through the Development Permit review will include:

- Improvements to landscaping adjacent to the building;
- Design of the bike / pedestrian trail and edge conditions;
- Design enhancements to give the building a stronger, more dramatic character;
- Improvements to the appearance from Featherstone Way;
- Species selections in both the landscaping plans and the environmental (RMA) treatments;
- Fit with adjacent buildings in terms of appearance / color scheme, etc.

Tree Assessment:

A tree inventory and assessment report was prepared for this site (**Attachment 4**). A single tree of bylaw size (as per Tree Protection Bylaw No. 8057) was identified just outside the subject site but within the 2.0m buffer. The tree was assessed as being in very poor condition and the Arborist has recommended that it be removed. As the tree is located within a designated Riparian Management Area (RMA), Fisheries and Oceans approval was also obtained for the tree's future removal and replacement. The preliminary landscaping plan for the proposed development includes the installation of approximately 193 native trees within the RMA and 55 trees across the balance of the site along with an assortment of shrubs and ground cover material. This will more than compensate for the removal of the single tree affected by the development.

Analysis

OCP Amendment

The proposed OCP amendment to re-designate this site from "Business and Industry" to "Commercial" is necessary in order to accommodate the automobile dealership use. The scope of the commercial activity is constrained through the CD zoning (see below).

The site is not within the Agricultural Land Reserve (ALR) and the re-designation from agricultural uses was anticipated given the limited access and small size of the subject site in terms of maintaining a viable agricultural site at this location.

No compatibility issues are anticipated between adjacent properties and the uses at subject site.

Comprehensive Development (CD) District Zoning

This development is expected to be a destination operation serving Richmond residents and beyond.

The range of uses needed for the development includes fully enclosed workshops, trades and services, office and retail components. This combination of uses differs from the Business Park Industrial District (I3) uses found in adjacent developments or the Community Commercial District (C3) uses at the Ironwood shopping centre.

The customized CD provides for the range of uses needed to accommodate the development but also restricts the retail component to motor-vehicle related sales and services ensuring that broader commercial functions do not occur on-site. The zoning also provides for a food catering establishment to serve the clients of the automobile dealership and the dealership's staff. City staff are advised that the food services will keep the same business hours as the automobile dealership.

The CD also requires that the site complies with the City's Sign Bylaw as if the site were zoned for "Automobile-Oriented Commercial District (C6)".

Looking to potential future use of the site, the CD schedule also permits a limited range of industrial uses (e.g. light industry, office, custom workshops) that would enable the site to accommodate industrial activities in keeping with the surrounding area.

Loading Bay Requirements

The owner's rationale for the reduction of the number of loading bays from 3 stalls to 2 stalls has been reviewed by staff and accommodated within the CD zone. The owner's experience with their operation in downtown Vancouver, an operation of similar size to that proposed at the subject site, is that two bays more than meets their needs. It is also noted that the main parts delivery occurs after hours and the site has several alternative areas where delivery trucks can park during that time should it be necessary.

Community Benefit Provided by the Development

The principal community benefits derived from this development include the following:

1. The development of a new bike/pedestrian connection between Steveston Highway and Featherstone Way and will contribute to the City's overall cycling network.
2. Enhancement of the Riparian Management Area along the eastern edge of the property that will provide habitat and movement corridors for small animals and birds.
3. Development of an attractive, bold structure in a key "gateway" location for Richmond.

Design Review

The proponent has made the effort to take the proposal to the Advisory Design Panel for preliminary comment and has indicated that they will work to address the comments and

recommendations made by Panel members. Staff will work with the proponent through the design review to ensure the best possible outcome for this site.

Future Development Permit Application

The list of issues to be refined during the Development Permit review include the following:

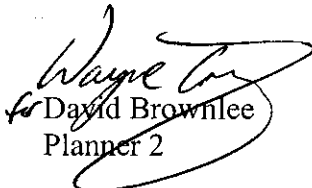
- Finalizing suitable plant selections for the Riparian Management Area;
- Improving landscaping plans around the building and adjacent to the bike/pedestrian trail;
- Stronger visual presence and physical elements to the building elevations;
- Improvements to the entry way and entrance facing portions of the building;
- Colour scheme compatibility with surrounding developments;
- Screening of exhaust fans from the repair and body shop;
- Ensuring flood construction levels are met;
- Reviewing the suitability of planting Alders within the required RAR setback;
- Details related to the design of the bike/pedestrian trail;
- Signage details integrated into the building design, etc.

Financial Impact or Economic Impact

No identified financial impacts.

Conclusion

The key technical issues with the development proposal have, or will be addressed through the development plans and the accompanying rezoning considerations (**Attachment 7**). The development provides several benefits to the community that also contribute to the merits of the proposal. From these perspectives, staff recommend support for the OCP amendments and the Rezoning for the subject site.


for David Brownlee
Planner 2

DCB:cas

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Arborist's Report

Attachment 5: MOT Preliminary Approval Conditions

Attachment 6: Rationale for Reducing the Number of Loading Bays

Attachment 7: Rezoning Considerations Concurrence



City of Richmond

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

Development Application Data Sheet

RZ 07-362690

Attachment 3

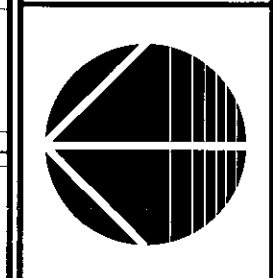
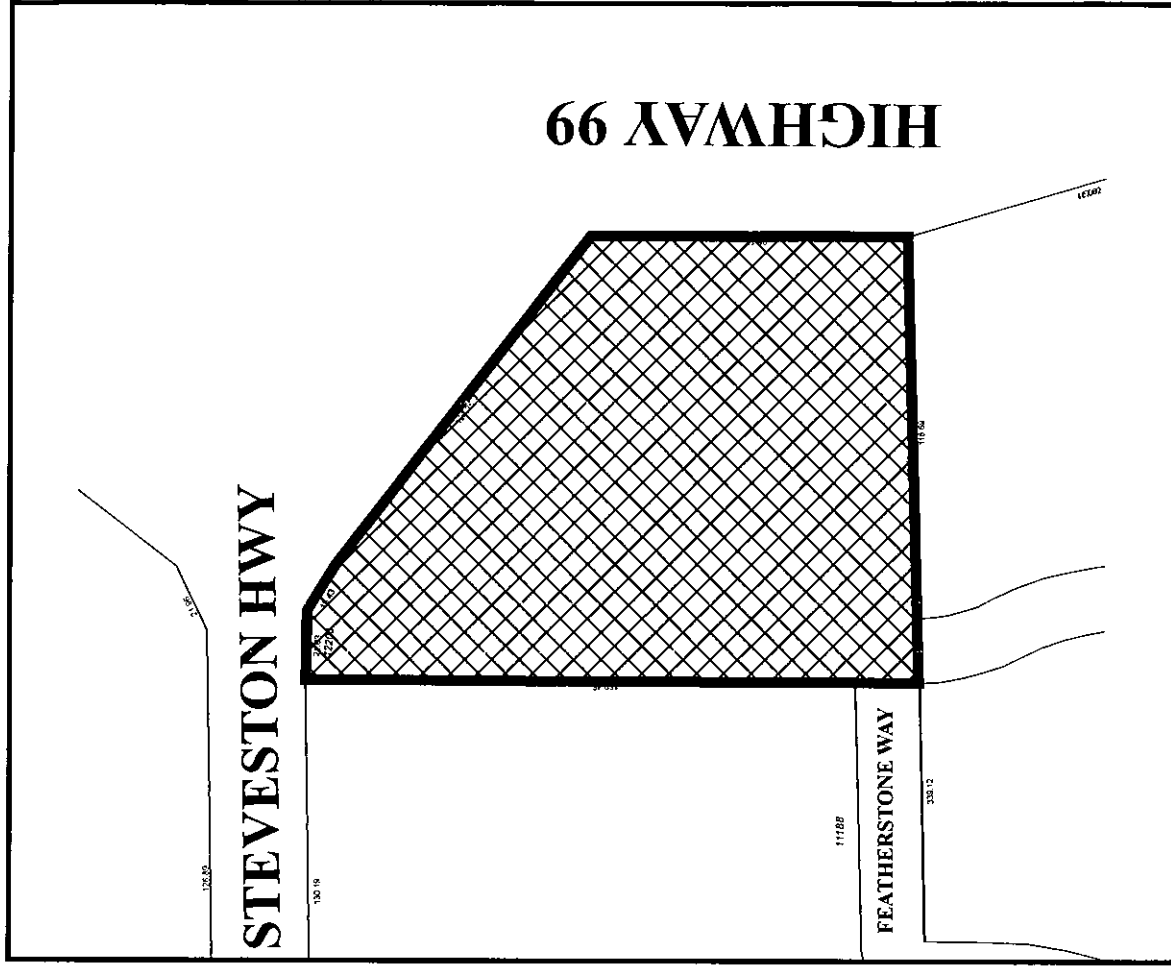
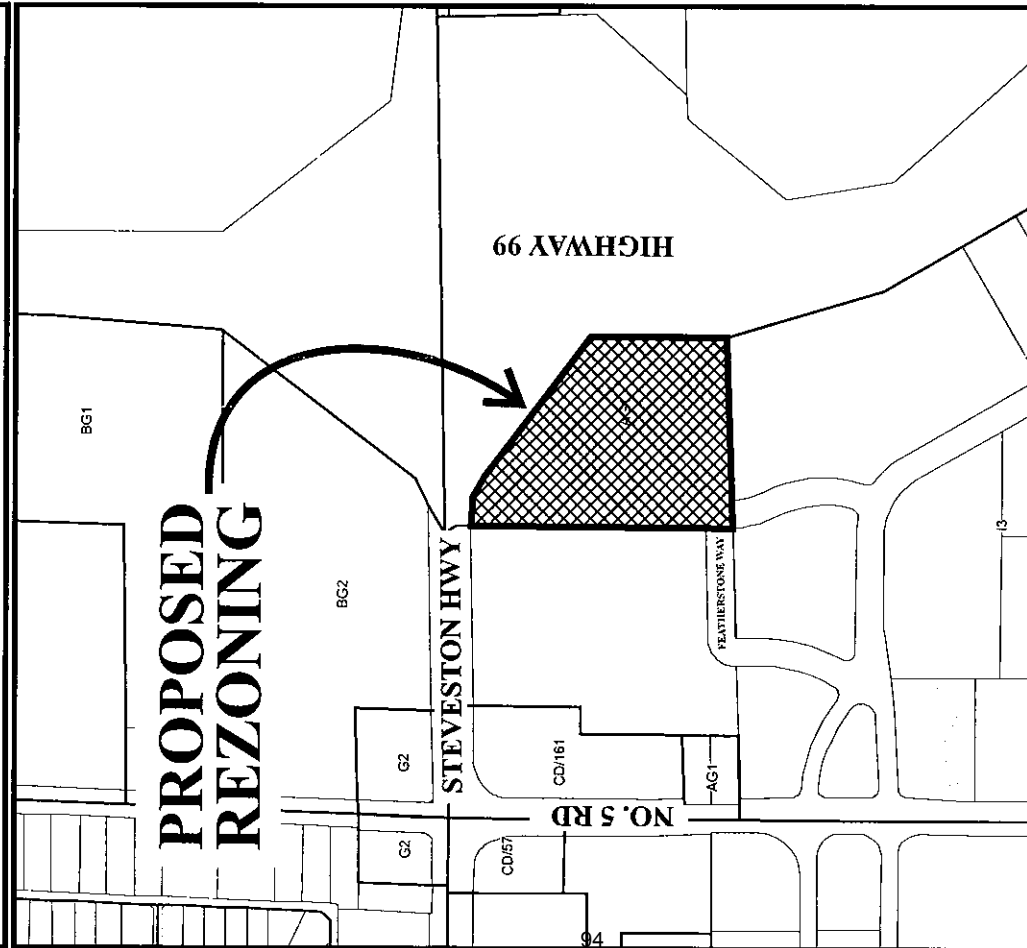
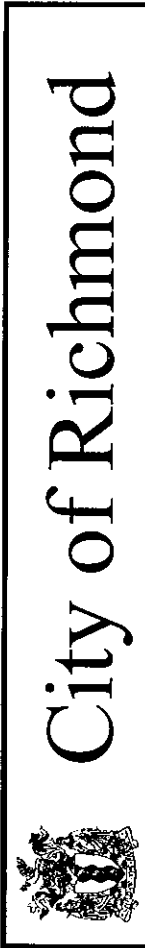
Address: 12200 Steveston Highway

Applicant: Ventana Construction Corporation

Planning Area(s): Shellmont

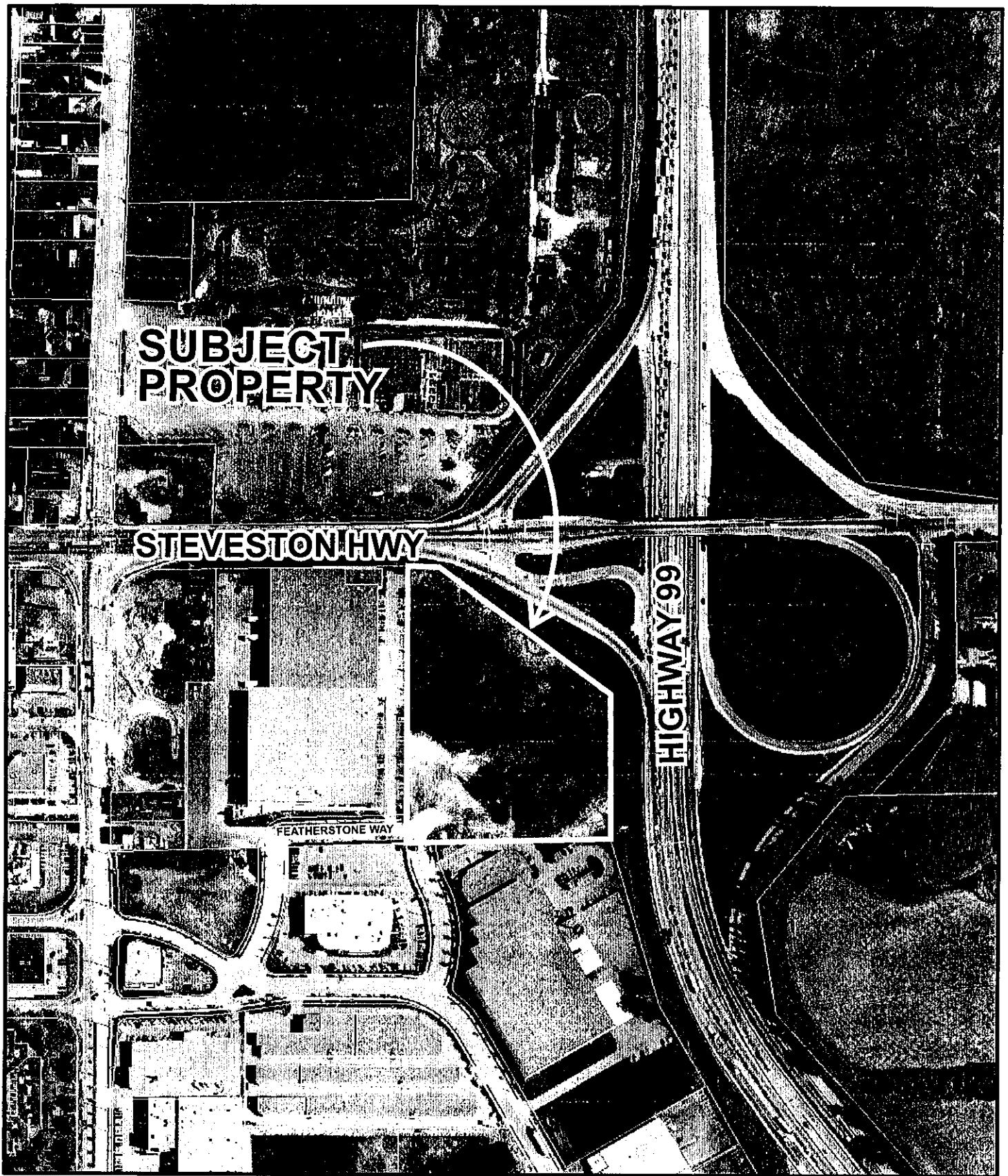
	Existing	Proposed
Owner:	Dueck Lansdowne Pontiac Buick Cadillac GMC Ltd.	No change
Site Size (m²):	20,888 m ²	20,567 m ² after Featherstone Way dedication
Land Uses:	Formerly grazing pasture	Automobile Dealership
OCP Designation:	Business and Industry	Commercial
Zoning:	Agricultural District (AG 1)	Comprehensive Development District (CD/187)
Number of Units:	Vacant	One commercial building
Riparian Management Area:	15 m buffer from top of ditch bank at east property line	Provided
Flood Management Policy:	Proposed Min. 2.6 m geodetic	Provided
Bike Path:	Min. 4 m at west property line	Provided

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.5	0.29	None permitted
Lot Coverage – Building:	Max. 50%	24%	None
Lot Size:	Min. 4,047 m ²	20,567 m ²	None
Setback – Public Road:	Min. 6 m	22.9 m Min.	None
Setback – Side & Rear Yards:	Min. 1.5 m	16.8 m Min.	None
Height – Buildings & Structures:	Max. 12 m	12 m Max.	None
Off-street Parking: Inventory Office & Visitors Service Bays	None 58 48	211 78 63	None
Off-street Parking Spaces – Total:	106	352	None
Tandem Parking Spaces:	Permitted for display vehicles	Display vehicles only	None
Loading Spaces	3 stalls (5536 m ² /1860 m ²)	2 stalls	Incorporated into the CD Zone



RZ 07-362690

Original Date: 03/13/07
 Revision Date:
 Note: Dimensions are in METRES



RZ 07-362690

Original Date: 03/14/07

Amended Date:

Note: Dimensions are in METRES



Date MAY 7 2007

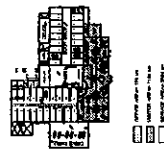
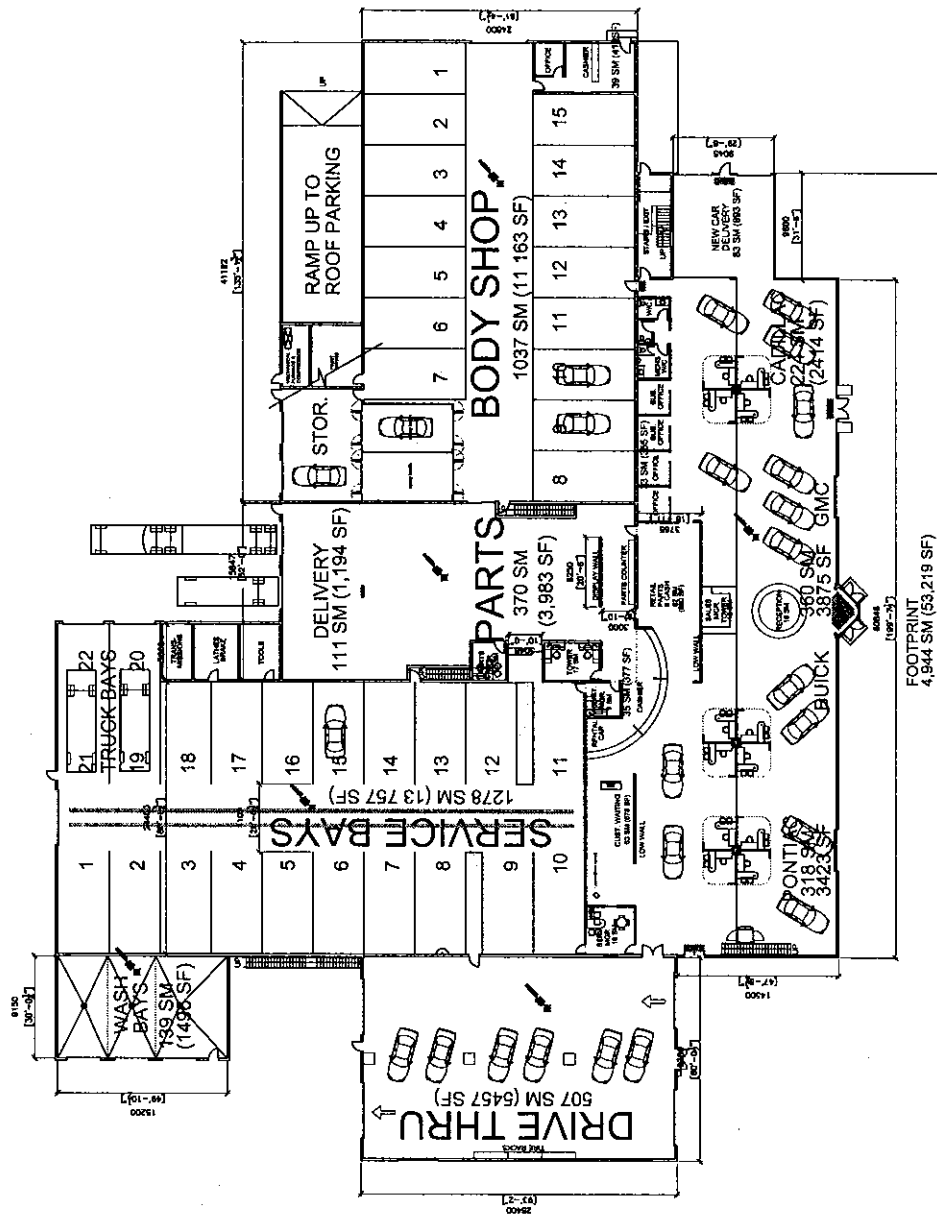
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Project
DUECK RICHMOND

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Project No. 07255
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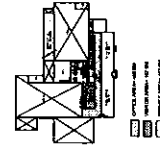
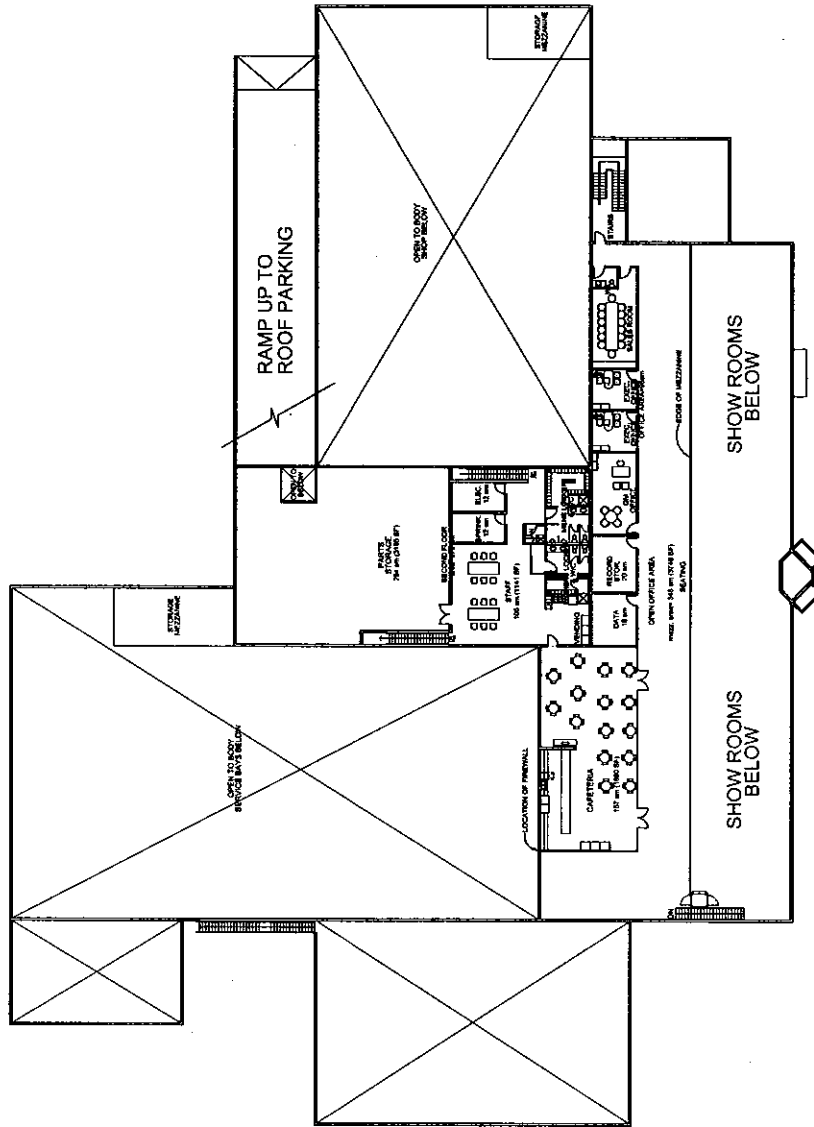
Date MAY 7, 2007

DESIGN

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Drawing MAIN FLOOR PLAN

- 12,200 STEVESTON HIGHWAY, RICHMOND, B.C.

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Date MAY 7, 2007

Project No. 07255

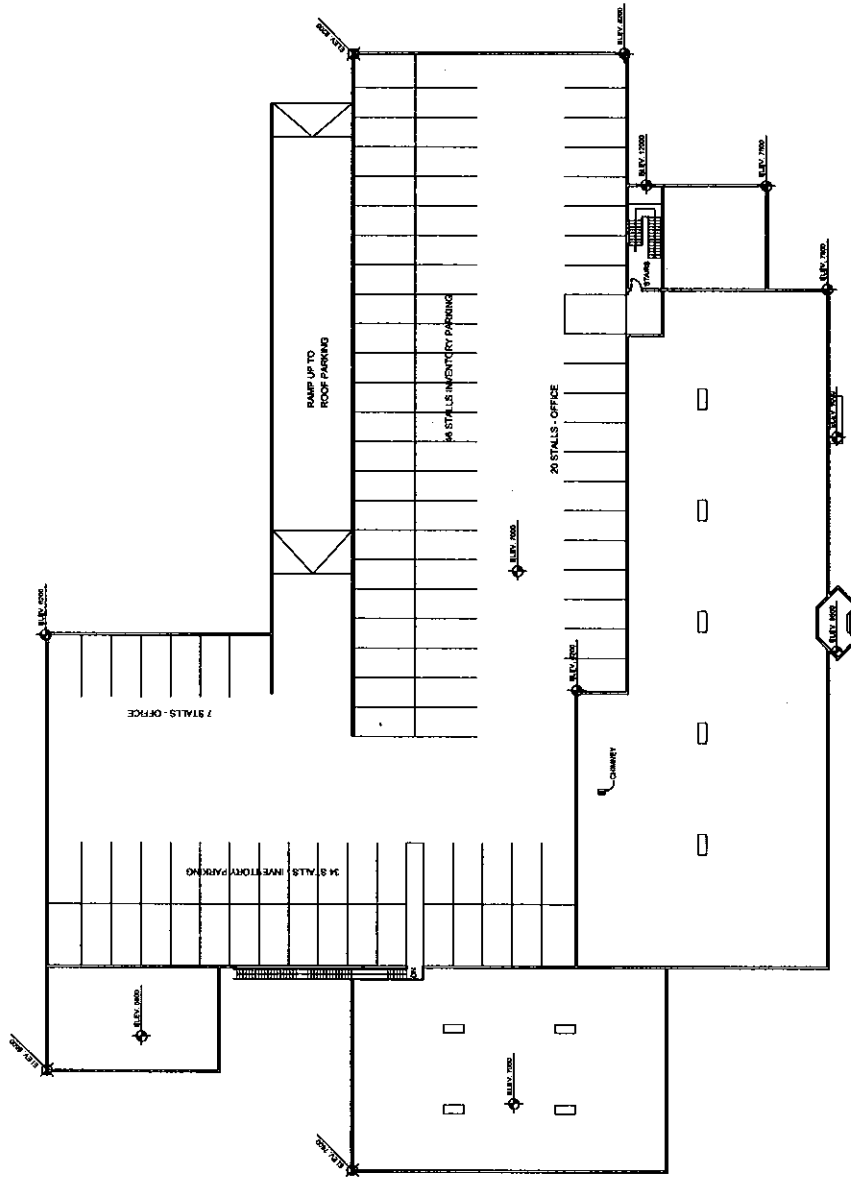
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DESIGN

Project DUECK RICHMOND
12 200 STEVESTON HIGHWAY, RICHMOND, B.C.

Drawing MEZZANINE / SECOND FLOOR PLAN

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Date MAY 7, 2007

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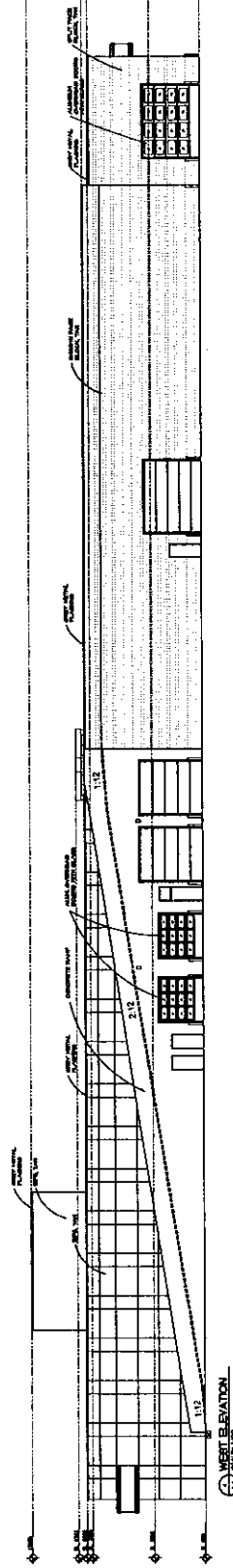
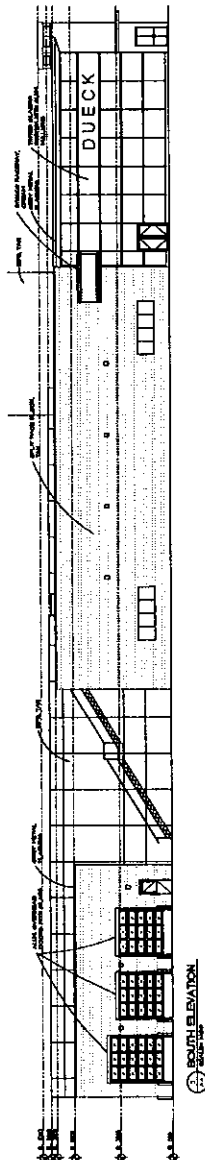
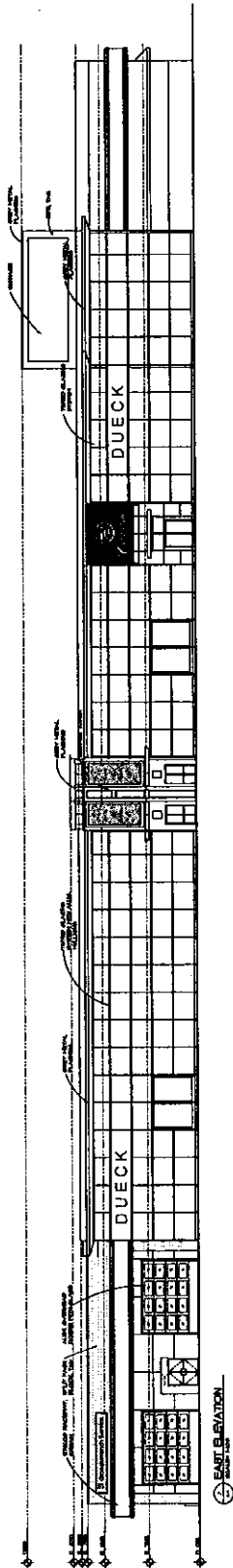
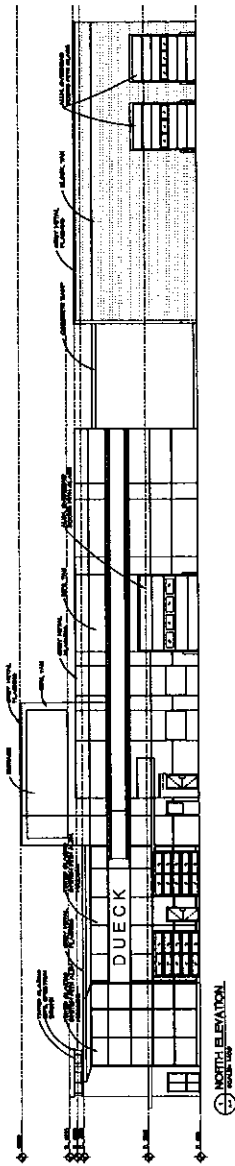
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Project DUECK RICHMOND

Drawing ROOF PLAN

Scale 1:200

DESIGN



Date MAY 7, 2007

Project No. 07255

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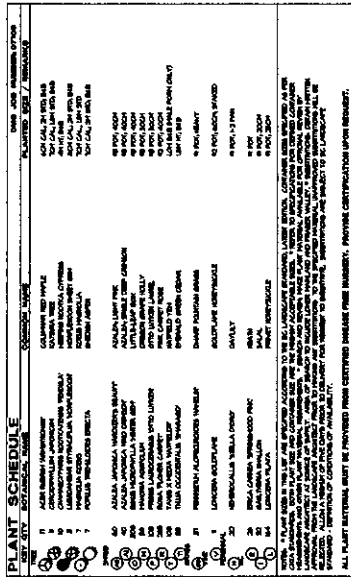
Proposed DUECK RICHMOND

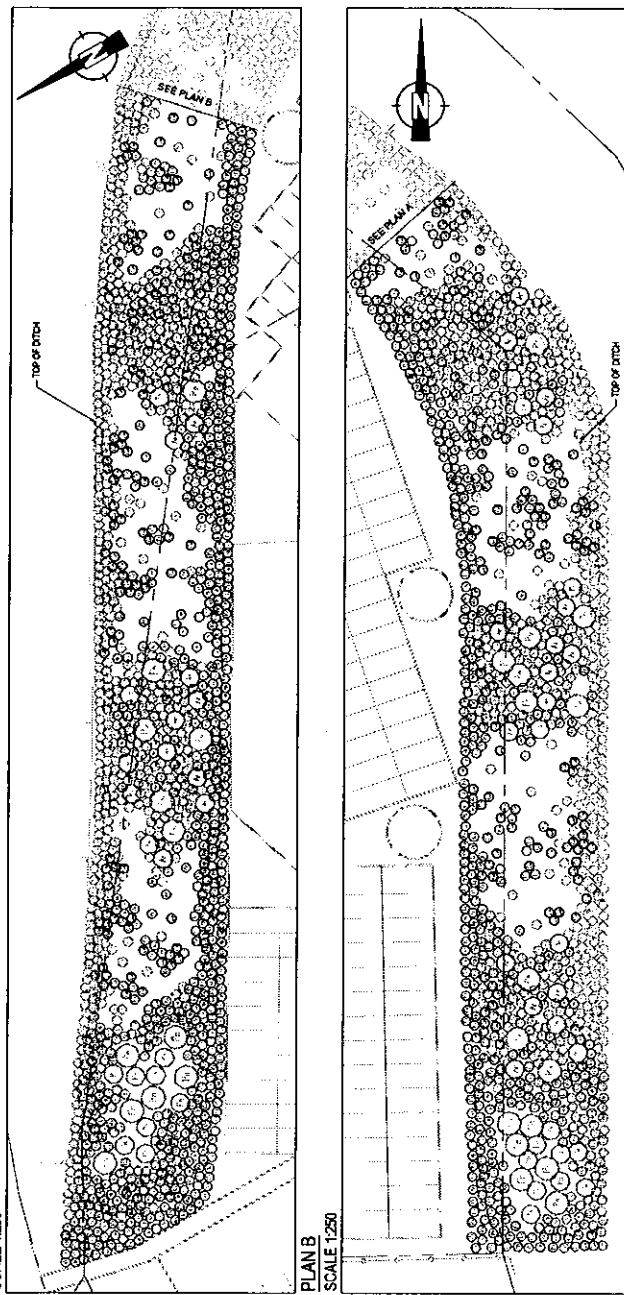
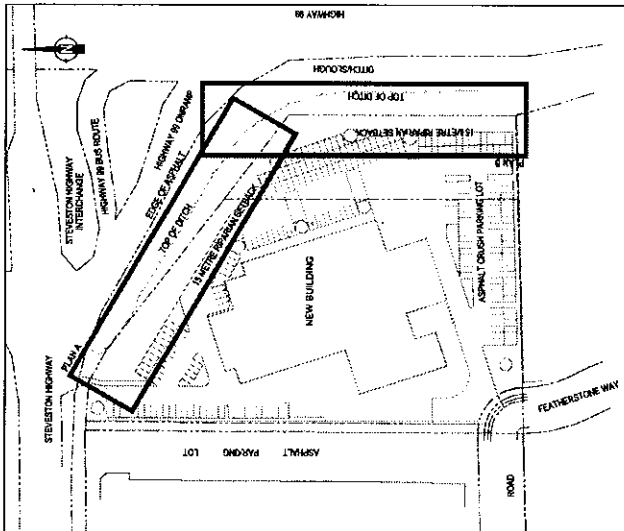
DESIGN

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Drawing ELEVATIONS







PLANT SPECIES LIST AND SPECIFICATIONS

SYMBOL	COMMON NAME	LATIN NAME	NUMBER	COMMENTS
	iron ore	<i>Prunella</i>	12	2 cm. circular gran. (sh. no. 7) test. densely branched; well established
	dark spruce	<i>Prunella alba</i>	16	2 cm. circular gran. (sh. no. 7) test. densely branched; well established
	iron ore	<i>Prunella alba</i>	17	no. 5, 6, 7, 1 cm. test.; densely branched; well established
	dark spruce	<i>Prunella alba</i>	18	no. 5, 6, 7, 1 cm. test.; densely branched; well established
	red oak	<i>Alnus alba</i>	26	no. 5, 6, 7, 1 cm. test.; densely branched; well established
	red oak	<i>Alnus alba</i>	112	no. 5, 6, 7, 1 cm. test.; densely branched; well established
	hemlock	<i>Abies balsamea</i>	208	no. 5, 6, 7, 1 cm. test.; densely branched; well established
	hemlock	<i>Abies balsamea</i>	74	no. 5, 6, 7, 1 cm. test.; densely branched; well established
	hemlock	<i>Abies balsamea</i>	153	no. 5, 6, 7, 1 cm. test.; densely branched; well established
	hemlock	<i>Abies balsamea</i>	254	no. 5, 6, 7, 1 cm. test.; densely branched; well established
	hemlock	<i>Abies balsamea</i>	256	no. 5, 6, 7, 1 cm. test.; densely branched; well established
	hemlock	<i>Abies balsamea</i>	138	no. 5, 6, 7, 1 cm. test.; densely branched; well established
	hemlock	<i>Abies balsamea</i>	139	no. 5, 6, 7, 1 cm. test.; densely branched; well established
	hemlock	<i>Abies balsamea</i>	61	no. 5, 6, 7, 1 cm. test.; densely branched; well established
	hemlock	<i>Abies balsamea</i>	256	no. 5, 6, 7, 1 cm. test.; densely branched; well established
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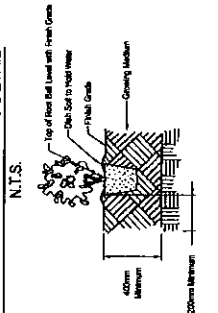
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New Westminster District Plan 31874". April 30, 2007. Matson Peck & Topless Surveyors & Engineers.

GENERAL LANDSCAPE SPECIFICATIONS

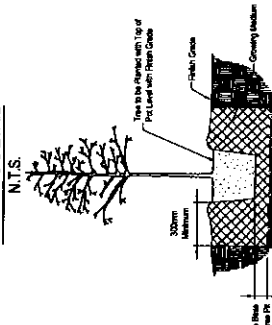
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SEED APPLICATION SPECIFICATIONS		lb/ha seed weight
Species	Pelargonium graveolens	5.00
Plant type	Perennial herbaceous	24.00
Seed shape	Fusiform, oval	24.00
Seed weight	Fusiform, oval	15.00
Seed colour	Light brown	10.00
Seed treatment	Exhibitors impregnated	10.00
Seed viability	90%	0.00
Seed longevity	Openly so	0.00
Seed dormancy	Apertic (epigeal)	2.15
Seedling emergence	100%	10.00
Seedling diameter	Four cotyledons	7.00
Seed application rate		55 : 110g/ha (10 : 20 lb/ha)

**TYPICAL CONTAINER SHRUB AND
No. 2 POT TREE PLANTING DETAIL**



TYPICAL CONTAINER (No. 7 POT) TREE
PLANTING DETAIL




VENTANA CONSTRUCTION CORP.
Burnaby, BC

DUECK RICHMOND
Richmond, BC

envirowest

ENVIRONMENTAL CONSULTANTS
ECL ENVIRONMENTAL CONSULTANTS LIMITED
Suite 130 - 3700 North Fraser Way
Burnaby, B.C. V5J 5J4
www.ecl-environmental.bc.ca
voice: 604-451-0903
fax: 604-451-0957
toll-free: 800-451-0957

PLANTING PLAN

DATE	MAY 22 2007		REGION 00 DRAWING NUMBER:	PLAN # 3b (CEN) Division 31, 4100 (00 04)
SCALE AS SHOWN DRAWING VT CHECKED:	REGION DRAWING DATE			



City of Richmond

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

Development Application Data Sheet

RZ 07-362690

Attachment 3

Address: 12200 Steveston Highway

Applicant: Ventana Construction Corporation

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	Dueck Lansdowne Pontiac Buick Cadillac GMC Ltd.	No change
Site Size (m²):	20,888 m ²	20,567 m ² after Featherstone Way dedication
Land Uses:	Formerly grazing pasture	Automobile Dealership
OCP Designation:	Business and Industry	Commercial
Zoning:	Agricultural District (AG 1)	Comprehensive Development District (CD/187)
Number of Units:	Vacant	One commercial building
Riparian Management Area:	15 m buffer from top of ditch bank at east property line	Provided
Flood Management Policy:	Proposed Min. 2.6 m geodetic	Provided
Bike Path:	Min. 4 m at west property line	Provided

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.5	0.29	None permitted
Lot Coverage – Building:	Max. 50%	24%	None
Lot Size:	Min. 4,047 m ²	20,567 m ²	None
Setback – Public Road:	Min. 6 m	22.9 m Min.	None
Setback – Side & Rear Yards:	Min. 1.5 m	16.8 m Min.	None
Height – Buildings & Structures:	Max. 12 m	12 m Max.	None
Off-street Parking: Inventory Office & Visitors Service Bays	None 58 48	211 78 63	None
Off-street Parking Spaces – Total:	106	352	None
Tandem Parking Spaces:	Permitted for display vehicles	Display vehicles only	None
Loading Spaces	3 stalls (5536 m ² /1860 m ²)	2 stalls	Incorporated into the CD Zone



**ARBORTECH
CONSULTING
LTD**

Suite 200 - 3740 Chatham Street
Richmond, BC Canada V7E 2Z3

MEMORANDUM:

March 15, 2007

File: 07143

Attn.: **Steve Moore**

via email

Ventana Construction

109 - 3855 Henning Drive
Burnaby BC V5C 6N3

cc: Susan Brown and David Brownlee - City of Richmond
Vicki Topping - MQN Architects

Project: **City of Richmond - File No. 07-362690-RZ**
12200 Steveston Highway

Re: **Tree Assessment**

Dear Mr. Moore,

As requested, I have made a site visit to review the condition of the birch tree located along the eastern extents of the subject property. It appears that the tree is located off-site (on Highway Lands), but within the 2.0m interface of the proposed development, so the city has requested the assessment so that appropriate treatment can be undertaken. Following is a summary of my findings.

The subject tree is a twin stemmed birch (*Betulus*) with two trunks of 46 and 40cm ddb¹ joined at the base with a weakly formed union. The twiggy dieback observed indicates early infestation with bronze birch borer, an insect that will eventually kill the tree. The two trunks both have wounds on the stems that have been colonized with decay. The extent of decay was not measured by internal testing, but it is expected to be significantly reducing the strength of the trunks based on the visual symptoms.

This birch tree is in very poor condition considering its present health and structural stability. I strongly recommend that it be removed for that reason. It is expected that the tree will be killed over the next few years from the advancing borer infestation, so the removal is inevitable anyway. Since the tree is located on the Highway ROW, some liaison for approvals is required.

For the interim, I can advise that if the site works were undertaken up to the property line (approximately 2.0m from the trunks), the tree roots would not suffer extensive damage. Notwithstanding the operation of machinery that could strike the limbs or foliage, the root zone has had a history of severe compaction and grazing damage from livestock, and the tree relies mostly on the root zone outside of the subject property for sustaining its health and stability needs.

Thank you for choosing Arbortech for your tree assessment needs. If you require any further information, please call me directly at 604 275 3484 to discuss.

Regards,

Norman Hol,
Consulting Arborist
ISA Certified Arborist, Certified Tree Risk Assessor, Qualified Wildlife and Danger Tree Assessor

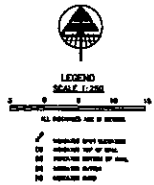
¹ Dbh denotes the diameter of the trunk measured at a height of 1.4m above grade.

SURVEY PLAN OF LOT 9 SECTION 6 BLOCK 3 NORTH RANGE 5 WEST
NEW WESTMINSTER DISTRICT PLAN 31874

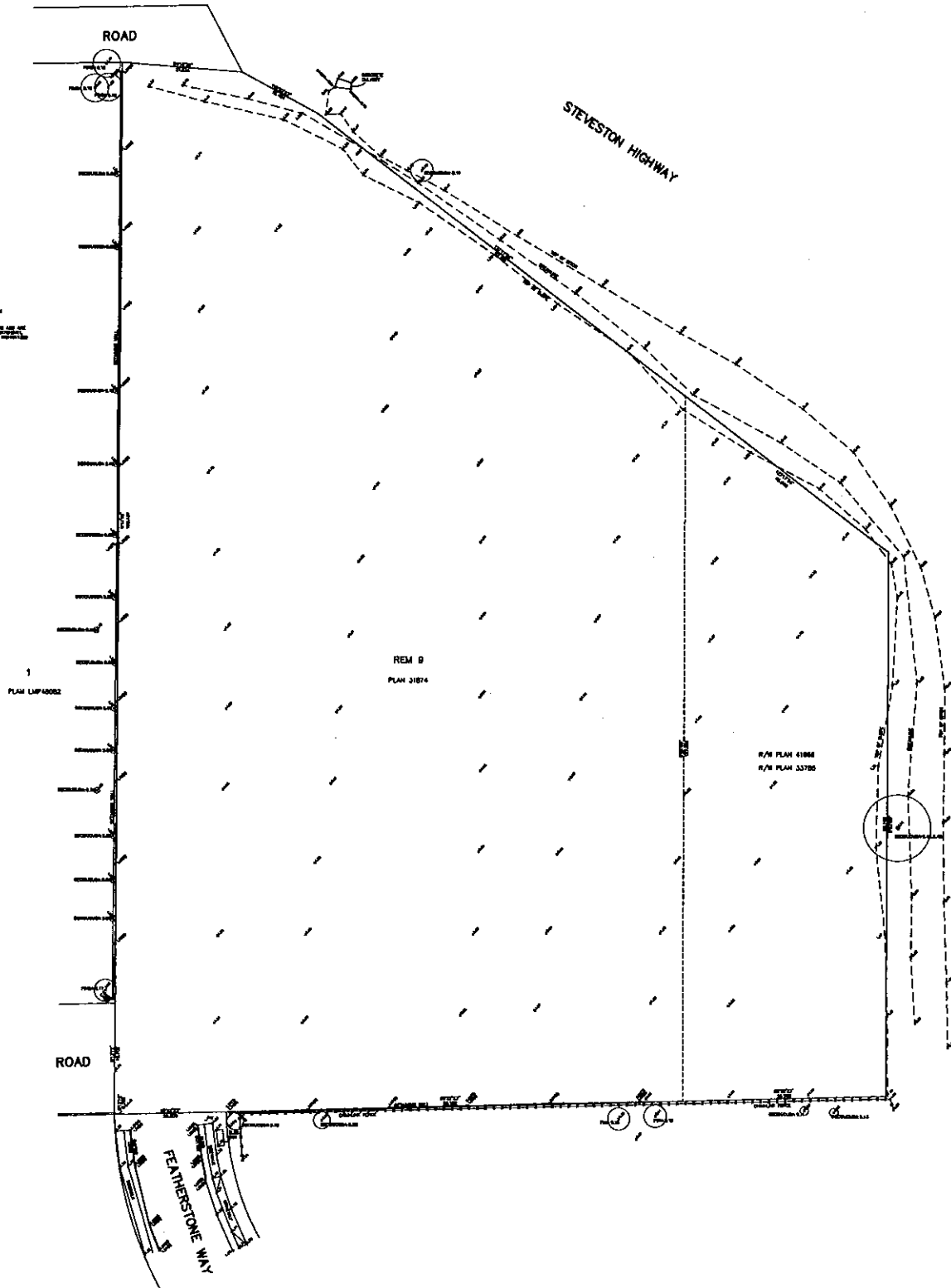
*LAND CENTER (PD) 008-708-814

CHAS. J. JENSEN
12345 STEVESTON HIGHWAY
VANCOUVER, B.C.

2-27-1983-100



NOTES:
1. THIS PLAN IS A REVISION OF THE PREVIOUS PLAN.
2. THE TOTAL AREA OF THE LOT IS 1.0000 ACRES.
3. THE TOTAL AREA OF THE LOT IS 1.0000 ACRES.
4. THE TOTAL AREA OF THE LOT IS 1.0000 ACRES.



WATSON PECK & TOLSON
SURVEYORS & ENGINEERS
200 - 875 WEST 10TH
VANCOUVER, B.C.
V6H 1S6
TEL: 684-0000
FAX: 684-0001
CUBANA 1983-1984



Our File: 01-006-24261
Your File: RZ 07-362690

April 11, 2007

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

Attention: David Brownlee, Planner 2

Dear Mr. Brownlee:

**Re: Proposed Rezoning of 12200 Steveston Hwy @ Southbound Hwy 99 Onramp
Lot 9, Sec. 6, Block 3N, Range 5W, Plan 31874 Except Plan LMP43952**

Preliminary Approval is granted for one year from the date of this letter pursuant to section 52(3)(a) of the *Transportation Act* and subject to the following conditions:

- There shall be no direct access to Steveston Highway or Highway 99;
- The applicant shall provide for an adequate year-round visual barrier on the subject property, through landscaping and/or fencing, that prevents site traffic headlights from projecting headlong onto the on-ramp, as per attached Sketch A;
- All storm water shall be directed to a municipally maintained storm drainage system.

Should you have any questions, please call the undersigned at 604-660-8310.

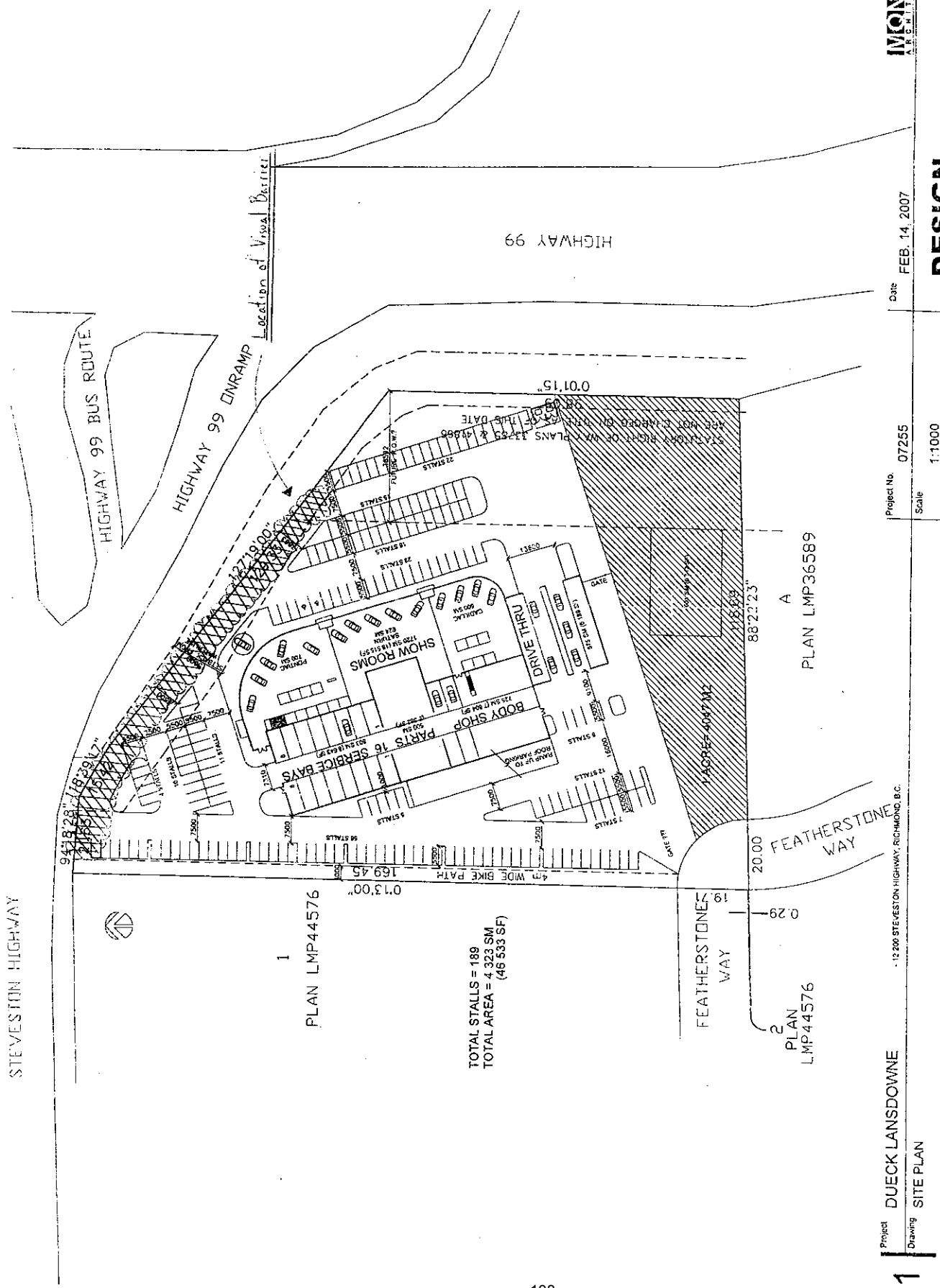
Yours truly,

Patrick Hill
Area Development & Operations Technician
e-mail: Patrick.Hill@gov.bc.ca

PH
Enclosure

STEVESTON HIGHWAY

Section A



Project No. 07255
Date FEB. 14, 2007
Scale 1:1000

Project

DUECK LANSDOWNNE

Drawing

SITE PLAN

A-1

Dueck

May 9, 2007



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



Dear Mr. Brownlee:

Re: Number of Loading Bays - Dueck Lansdowne Pontiac Buick Cadillac GMC



Further to our recent conversation, we would ask that the City of Richmond allow us to reduce the number of required loading bays for our Richmond site from 4 to 2.

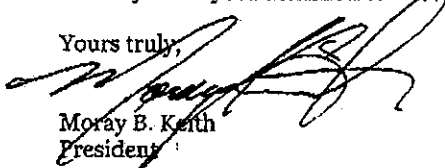


As an automobile dealership, we only require loading docks in our Parts Department for shipping and receiving. We have found that a store of this size, such as our Downtown Vancouver store requires only one loading bay. This bay is used only for receiving of parts shipments from General Motors of Canada Ltd., which occurs after midnight on weeknights, and for us to in turn ship these parts to our wholesale customers in the daytime via passenger vans. In our experience, we have never required multiple bays for an operation this size. We would ask you to consider relaxing the requirement as it provides no benefit to us.



Thank you for your attention to this matter.

Yours truly,



Moray B. Keith
President



DUECK CHEVROLET CADILLAC HUMMER LIMITED • 400 S.E. MARINE DR., VANCOUVER, BC V5X 4X2 • TEL: (604) 324-7222 FAX: (604) 324-4414

DUECK PONTIAC BUICK GMC LIMITED • 828 TERMINAL AVENUE, VANCOUVER, BC V6A 2M5 • TEL: (604) 675-7900 FAX: (604) 675-7901

DUECK LANSDOWNE PONTIAC BUICK CADILLAC GMC LTD. • 5900 MINORU BLVD., RICHMOND, BC V6X 2A9 • TEL: (604) 273-1311 FAX: (604) 273-9036

Rezoning Considerations
12200 Steveston Highway
RZ 07-362690

Prior to final adoption of Zoning Amendment Bylaw 8271, the developer is required to complete the following:

1. Ministry of Transportation Approval.
2. Road dedication permitting the completion of Featherstone Way road and cul-de-sac at the south west corner of the site with the same road cross-section established adjacent to the subject site.
3. The granting of a 4 m wide Public Rights of Passage right-of-way along the western property line from Steveston Highway to Featherstone Way. The City will accept future maintenance and liability within the 4 m ROW. Details for the location and type of any fencing in proximity to the ROW will be addressed through the Development Permit.
4. The granting of a 3.0m x 3.0m R.O.W at the southwest corner of the property for sanitary IC/MH to service the site.
5. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.6 m GSC.
6. Registration of a legal agreement on title ensuring that the only means of access is to Featherstone Way and that there be no access to either Steveston Hwy. or Highway 99.
7. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
8. Enter into a Servicing Agreement* for the design and construction of the newly dedicated Featherstone Way connection and the 4m wide Bike/Pedestrian Path to the current standards and specifications; and any other works identified through the capacity analysis (see item 9 below). Note that the bike path will need to incorporate appropriate lighting.
8. Capacity analyses of the storm and sanitary sewer systems from the development site to the main conveyance or pump station, to the satisfaction of the City. The storm and sanitary analyses and accompanying assessment letters, shall identify all the necessary upgrades to the downstream portions from the development property. Any identified upgrades are to be included in the required Servicing Agreement*. The storm sewer analysis is required to identify the necessary upgrades to prevent any downstream flooding and should include all the necessary MBE's, (Minimum Building Elevation). The sanitary analysis is required to identify the necessary upgrades to ensure there is sufficient capacity to the pump station. Any storm or sanitary sewer system infrastructure upgrading, as determined by the accepted capacity analyses, is required for all downstream systems from the development site. Any identified upgrades will be the sole responsibility of the applicant with no applicable DCC credits.

Prior to Building Permit Issuance, submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

* Note: This requires a separate application.

[Signed original on file]

Signed

Date



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8270 (RZ 07-362690)
12200 Steveston Highway**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation in Attachment 1 to Schedule 1 thereof of the following area and by designating it Commercial.

P.I.D. 006-706-614

Lot 9 Except: Part Dedicated Road on Plan LMP 43952 Section 6 Block 3 North Range 5
West New Westminster District Plan 31874

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8270"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

JUL 23 2007



MAYOR

CORPORATE OFFICER



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8271 (RZ 07-362690)
12200 Steveston Highway**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning and Development Bylaw No. 5300 is amended by inserting as section 291.187 thereof the following:

"291.187 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/187)

The intent of this zoning district is to accommodate an automobile dealership.

291.187.1 PERMITTED USES

RETAIL TRADE & SERVICES, limited to:

- a) motor-vehicle related sales & services but excluding **gas station**; and
- b) **Custom Workshops, Trades & Services**;

AUTO TOWING & STORAGE;

LIGHT INDUSTRY;

OFFICE;

FOOD CATERING ESTABLISHMENT, but excluding **banquet hall facility**;

ACCESSORY USES, BUILDINGS & STRUCTURES.

291.187.2 PERMITTED DENSITY

- .01 Maximum **Floor Area Ratio**: 0.50.

291.187.3 MAXIMUM LOT COVERAGE: 50%.

291.187.4 MINIMUM SETBACKS FROM PROPERTY LINES

- .01 **Public Road Setback:** 6.0 m (19.7 ft.).
- .02 **Side Yard & Rear Yard Setback:** 1.5m (4.9 ft.).

291.187.5 MAXIMUM HEIGHTS

- .01 **Buildings and Structures:** 12.0 m (39.4 ft.).
- .02 **Accessory Buildings:** 5.0 m (16.4 ft.).

291.187.6 MINIMUM LOT SIZE

- .01 A **building** shall not be constructed on a **lot** of less than 4,047 m² (43,562.97 ft²) in area.

291.187.7 OFF-STREET PARKING AND LOADING

- .01 Off-street parking shall be provided in accordance with Division 400 of this Bylaw **EXCEPT** that a minimum of 2 off-street loading spaces shall be provided for the receipt or delivery of goods or materials by vehicle.

291.187.8 SIGNAGE

- .01 Signage must comply with the City of Richmond's Sign Bylaw No. 5560, as amended, as it applies to development in the "Automobile-Oriented Commercial District (C6)".

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/187)**.

P.I.D. 006-706-614

Lot 9 Except: Part Dedicated Road on Plan LMP 43952 Section 6 Block 3 North Range 5 West New Westminster District Plan 31874

3. This Bylaw is cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8271**".

FIRST READING

JUL 23 2007

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>nl</i>
APPROVED for legality by Solicitor <i>UCB</i>

MAYOR

CORPORATE OFFICER