



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee

Date: December 10, 2009

From: Brian J. Jackson
Director of Development

File: RZ 09-484669

Re: Application by South Coast British Columbia Transportation Authority for Rezoning at 3951 3971, 4071, 4111 Boundary Road, Portions of 23660 River Road, No Address Parcels (P.I.D. 003-693-805, 003-693-996, 003-694-143, 003-693-899) and Portions of Existing Surplus City Road Right-of-Way from Industrial District (I), Light Industrial (IL) and Single Detached (RS1/F) to Light Industrial (IL)

Staff Recommendation

That Bylaw No. 8557, for the rezoning of 3951, 3971, 4071, 4111 Boundary Road, Portions of 23660 River Road, No Address Parcels (P.I.D. 003-693-805, 003-693-996, 003-694-143, 003-693-899) and Portions of Existing Surplus City Road Right-of-Way from "Industrial (I), Light Industrial (IL) and Single Detached (RS1/F)" to "Light Industrial (IL)", be introduced and given first reading.

Brian J. Jackson
Director of Development

BJ:dcB
Att. 5

FOR ORIGINATING DEPARTMENT USE ONLY

ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks Planning, Design & Construction	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Recreation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Social Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

The South Coast British Columbia Transportation Authority (TransLink) has applied to the City of Richmond for permission to rezone 3951, 3971, 4071, 4111 Boundary Road, Portions of 23660 River Road, No Address Parcels (P.I.D. 003-693-805, 003-693-996, 003-694-143, 003-693-899) and Portions of Existing Surplus City Road Right-of-Way from "Industrial (I), Light Industrial (IL) and Single Detached (RS1/F)" to "Light Industrial (IL)" in order to develop a Bus Operations and Maintenance Facility.

Portions of the site and additional lots fronting onto Westminster Hwy. are proposed for transfer to the City for community amenity purposes. A location map and aerial photo are provided in **Attachment 1**.

Findings of Fact

The facility will be similar to the existing bus maintenance facility operated at Steveston Hwy. and Shell Rd. and will be designed to accommodate an ultimate capacity of approximately 350 diesel buses. Approximately 600 TransLink staff will be employed at the facility, of which approximately 100 will be on-site staff and the remainder being bus drivers.

The proposal includes a bus maintenance building and several additional smaller buildings with a collective capacity of approximately 11,148 m² (120,000 sq. feet). The main building will be used for vehicle maintenance, ancillary office space, storage, break facilities and a fitness centre. The majority of the buses will be stored in an unenclosed containment area. Conceptual development plans are provided in **Attachment 2**. The development will require an ESA related Development Permit and therefore detailed building plans will come forward next year.

For this development to proceed as illustrated several land exchanges are required between the proponent, the City and the Province involving the Thompson Road right-of-way and portions of Boundary Road and Westminster Hwy. A separate report from the Manager, Real Estate Services will address these elements, and the associated City road closure bylaw requirements, in more detail.

TransLink has secured title for all fee simple lands including those previously owned by the BC Transportation Financing Authority (BCTFA). Real Estate Services staff and TransLink are currently working on the land sale with the BCTFA to ensure that land transfer requirements were met.

This project is anticipated to result in a number of benefits to the Hamilton community including approximately 9,827 m² of land transferred to the City for a natural buffer strip, transfer to the City of a consolidated parcel for community amenity uses plus cash contributions toward development of the community amenities and a pedestrian trail between Westminster Hwy. and the foreshore. A listing of the main community benefits is provided in the "Analysis" section of this report. The lands proposed to be transferred to the City include the following: P.I.D. 004-062-965 (23711 Westminster Hwy.), P.I.D. 004-891-937 (23591 Westminster Hwy.), no address parcels PID 004-053-541 and 004-056-451 and portions of 23660 River Rd. The area represented by these lots is shown in the Location Map (**Attachment 1**) as "Area B to be Transferred to the City".

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 3**). This project will be subject to a Development Permit review.

Surrounding Development

- **To the North:** A blind channel of the Fraser River and a 37.7 acre parcel zoned Industrial (I) and owned by Tree Island Industries Ltd. A City dike lies between the subject parcel and the Fraser River. A second dike lies along the northern property line between the subject site and property currently owned by Tree Island Industries Ltd (3933 Boundary Rd).
- **To the East:** Boundary Road and the New Westminster (Queensborough) casino.
- **To the South:** Westminster Highway, Highway 91A and single-family residential dwellings on large lots zoned Single Detached (RS1/F) both south of Highway 91A and immediately adjacent to the southwest corner of the subject site.
- **To the West:** Single-family residential dwellings on large deep lots zoned Single Detached (RS1/F).

Related Policies & Studies

The proposed rezoning is consistent with both the Official Community Plan, which designates the area for “Business and Industry” uses, and the Hamilton Area Plan, which designates the area to be rezoned for “Industrial” uses.

Public Consultation

City staff and representatives for TransLink attended and gave a presentation on the proposed development to the public at a well attended Information Night at the Hamilton Community Centre on October 20, 2009. The Information Night was hosted by the Hamilton Community Association.

Digital copies of the presentation panels and a brief description of the project have been placed under the Planning & Development Department’s Current Projects section of the City’s public web site.

Generally, the proposal was well received by the public and appeared to have support. Questions fielded by staff and the consultants included:

- How are the buses and the employees going to access the site?
- Whether air and ground water contamination issues are being addressed?
- Why the child care facility was proposed for south of the TransLink facility rather than in conjunction with the Hamilton Community Centre?
- When the child care would open and how many children it would accommodate?

Answers to these issues are provided in the Analysis section of this report.

City staff have talked with Planning Department staff at the City of New Westminster about the proposal, provided links to the presentation panels on City’s web site and provided a copy of the preliminary traffic analysis report for their internal review.

A copy of the preliminary site plan and the traffic analysis were submitted to the Ministry of Transportation and Infrastructure (MOTI). MOTI has advised that their approval is not required for this project as it lies beyond 800m from the nearest MOTI controlled intersection.

Staff Comments

While there are a number of challenges associated with the site's development (e.g. soil conditions, site servicing, control of vehicle movements to and from the site, etc.) all the parties involved have worked toward finding appropriate technical solutions to address these issues.

Analysis

TransLink and their consultants have made significant efforts to approach both the City and the Hamilton Community in the spirit of a good neighbour, conveying their concept for the site and attempting to address any concerns raised to the extent possible. They have also worked closely with staff to prepare a package of amenities and mechanisms to alleviate the more significant concerns associated with the proposed use of the site and to provide tangible permanent benefits to the Hamilton community and the City overall.

Job Creation For Richmond

As noted above, the Hamilton Bus Operations and Maintenance Facility will employ 600 TransLink staff through this facility of which approximately 100 will be on-site staff. These will be new, well paying, jobs to Richmond's employment base from which Richmond can anticipate valuable economic spin-offs.

Community Amenity Benefits

- *Land Transfers*
Approximately 9,827m² (2.43 ac) of land are to be transferred to the City for community amenity space and natural buffer strip/trail use. These lands are shown on Attachment 1 as "Area B to be Transferred to The City".
- *Monetary Contribution – Community Amenity & Site Preparation*
A monetary contribution of approximately \$1.77 million for Community amenities, and an additional \$50,000 for trail development, will be provided by the proponent to the City.

During the negotiation for the Community Amenity contribution, staff had in mind the cost of developing a child care facility of approximately 3,400 sq. ft. in order to accommodate approximately 33 child care spaces.

Staff's focus on a child care facility arose from several aspects.

- It has been apparent in previous child care needs assessments that there exists a strong need for additional child care facilities in Hamilton.
- Staff were aware that additional child care facilities would not be accommodated in the Hamilton Community Centre expansion as those plans focus on other core priorities that have stronger space sharing opportunities.
- Thirdly, in a response to a request from Ms. Linda Henriksen, Chairperson for the Child Care Committee of the Hamilton Community Association and Member of

the Hamilton Community Association Board of Directors (letter to Mayor and Council dated April 23, 2008), for the City to address the provision of daycare/child care services in Hamilton, the General Manager – Parks, Recreation & Cultural Services advised that the City “will pursue child care facility opportunities as rezoning opportunities arise” (letter dated May 22, 2008).

From this background, staff have pursued a contribution that would substantively address the child care need in the Hamilton Community.

As proposed, the child care facility would be located on the consolidation of four lots (23711 Westminster Hwy. 23591 Westminster Hwy. and two no address parcels) all of which front onto Westminster Hwy. The proposed child care building will be a modular building. Site preparation needs (preloading site, raising the grade for the facility to ensure flood construction elevations [3.5m GSC] are met, parking, landscaping and fixtures, furniture and equipment) are included in the above figure.

Both the child care facility and the land will be owned by the City and not associated with TransLink’s operations. Staff have made a commitment to consult with the Hamilton Community Association in the preparation of the call for proposal for a builder and operator for the facility. Soil conditions in the area will require that this site be preloaded prior to actual construction. The amount and length of the preload will be determined by a geotechnical review. Preliminary reviews suggest that site preparation could take as much as a year.

Land transfers and monetary contributions are required prior to Rezoning adoption. Should a rezoning be required for the Community Amenity lands, staff will bring forward a rezoning application in the future.

- *Retention of Treed Buffer Strip and New Pedestrian Trail*
Retention of a 30m wide treed buffer strip/trail is proposed between the industrial operation and the residential area to the south and west of 23660 River Rd. This strip is part of the lands to be transferred to the City as indicated above. Prior to transfer, a review of hazardous trees is to be undertaken and all agreed-upon hazard trees are to be removed by the proponent. A monetary contribution of \$50,000 (as noted above) will be made, as a condition of rezoning approval, toward the construction of a pedestrian trail through the buffer strip creating a connection between the foreshore dykes and Westminster Highway. Design and construction of the trail will be carried out by the City. Parks acquisition DCC credits (estimated at up to approximately \$78,000) will be provided for the buffer strip parcel dedication to the City. Under the City’s new Zoning Bylaw 8500, park uses are permitted under all zones.
- *Dyke Upgrades*
Two dyke segments totalling more than 480 linear meters are to be upgraded at the proponent’s expense. The foreshore dyke located on City property along north-west side of the site and the dyke along the northern boundary of the subject property will both be raised to approximately 4.3m GSC from their current elevation of approximately 3.8m GSC.

The northern dike will be built on property currently owned by The South Coast British Columbia Transportation Authority. Registration of a 4 metre wide statutory right-of-

way for the dyke and a 7.5 metre maintenance right-of-way on title is required as a condition of the rezoning for the northern dyke. Should the dike be relocated elsewhere at some point in the future, it is acknowledged that the City will be amenable to removing the right-of-way constraints from these parcels.

The detailed design of the improvements to both dykes will be addressed through the Servicing Agreement (a condition of the rezoning approval) and will be subject to the approval of the Provincial Diking Authority.

- *Intersection Signalization and Crosswalk*

A new traffic signal with a north-south cross walk will be added at Westminster Hwy. and Boundary Road facilitating vehicle and pedestrian movement through the intersection. Road widening and an exclusive left-turn lane for southbound traffic will be included in the intersection improvements. The design and construction details will be addressed through the Servicing Agreement.

- *Frontage Improvements*

Frontage improvements will be undertaken along the north side of Westminster Hwy. and the west side of Boundary Road. The Westminster Hwy. improvements will include a 1.8m wide bike lane, a 2.0m wide paved and delineated walkway with extruded curb and appropriate street lighting between Boundary Road and the western edge of the proposed Community Amenity site. A bus shelter and pad will be located near the Westminster Highway – Boundary Road intersection.

The Boundary Road frontage improvements will include a 1.5m wide concrete sidewalk, a 1.5m wide treed boulevard (respecting sightline clearance requirements), and curb and gutter from the bus pad on Westminster Highway to the main entrance for the site. North of the entrance way the frontage improvements will consist of a 2 m wide paved and delineated walkway with extruded curb to the northern limit of the site frontage. Appropriate lighting will be required along the entire frontage. Land dedications will be required as determined by a functional plan for Boundary Road which is required prior to fourth reading of the Rezoning Bylaw.

The design and construction details will be addressed through the Servicing Agreement.

- *Cleanup of Remnant Parcels*

As noted earlier, the project will necessitate a separate report and bylaw dealing with necessary road closures / land exchanges. This will “clean up” a number of remnant road parcels and unused areas along the Boundary Road area as well as ensuring that proper access to Tree Island Industries is maintained along Boundary Road. The proponent is also being asked to include the dedication of a No Address road Parcel (P.I.D. 013-644-220) owned by the City in its subdivision/consolidation plans so that this remnant parcel will be converted into road.

Site Development Considerations

- With the exception of buses serving the Hamilton community, all other bus traffic will be restricted by registered agreement on title to access the site using roadways east of the property leading to Highway 91A. This agreement is a condition of the Rezoning

approval. TransLink has committed to working with their employees to ensure that they use similar routes to access the site.

- Complementing the access control measures, TransLink has proposed a number of Transportation Demand Management (TDM) initiatives to promote the use of sustainable transportation and reduce auto trips. Similar initiatives have been successfully employed at other TransLink locations. A listing of the TDM measures is provided in **Attachment 5**.
- Based on an Arborist's report, 97 trees will need to be removed from the site in order to accommodate the site development. Approximately 194 replacement trees will be sought through the Development Permit. It is anticipated that some of this planting will take place within the buffer strip following a recommendation by the Arborist to install conifers into the existing forest stand.
- A Rezoning condition requires that an Arborist be retained to oversee all tree removals or construction activity at the edge of the treed buffer strip being retained along the southern and western edges of 23660 River Road. This is to ensure that these adjacent activities are managed to minimize any adverse impacts upon the trees to be retained.
- Consolidation of the development site parcels and all road closure parcels being transferred to the proponent is required prior to final approval of the rezoning. Similarly, the four properties being transferred to the City as amenity lands are also to be consolidated into one lot prior to final Rezoning approval.
- The Ministry of Transportation and Infrastructure (MOTI) has indicated that its approval is not required as this project is beyond 800m from a Ministry controlled intersection.
- Registration of a standard Flood Construction Level covenant is a condition of the Rezoning ensuring that the habitable floorspace of the building will be constructed no lower than 3.5m GSC.
- Off-street parking spaces and accessibility spaces shown in the conceptual plan both exceed Bylaw requirements.
- All land transfers and monetary contributions to the City are to be completed prior to Rezoning approval.
- The development site was previously used for a variety of industrial purposes. TransLink is working with the Ministry of Environment (MOE) on any mitigation requirements for the soils. The City will review MOE's acceptance before proceeding with the Rezoning adoption or Subdivision approval.

Utilities - Storm / Water / Sanitary

- Engineering staff have advised that neither water or sanitary analysis are not required at this time. Fire flow calculations from a professional engineer will be required at the building permit stage. A review of frontage water lines and possible upgrade requirements will also occur at the Servicing Agreement review stage.

- A storm drainage analysis has been submitted and reviewed by Engineering. The proponent has also submitted a preferred alternative analysis proposing direct discharge to the blind channel on Fraser River. This alternative approach will require the installation of oil and sediment traps as well as an engineered system to ensure a safe, one directional flow through the dykes. Direct discharge to the Fraser River must be approved by the Provincial Diking Authority and other external agencies. Oil/water separators may also be considered for discharges into the City's storm system.
- The decision on which drainage approach will be used will be determined during the Servicing Agreement. The proponent will be required to obtain all external regulatory approvals as a condition of the Servicing Agreement. Should a connection to the City system be pursued, all drainage upgrades as determined by a capacity analysis approved by the Director of Engineering will be sought through the Servicing Agreement.
- Both a City water main and a City drainage line run through a portion of the development site. A review is being conducted by Engineering staff to determine whether they can be left in-situ, abandoned, or relocated. If left in place, a right-of-way will be sought as a condition of the Rezoning.

Development Permit Considerations

As previously indicated, this development will be subject to a Development Permit review. Through this review any variances will be identified, a detailed review of parking compliance will be undertaken, detailed landscaping compensation and enhancement plans will be reviewed – including compliance with the Green Roof Bylaw, along with site planning and building appearance. The site will require an emergency fire access which has been discussed through the rezoning review but will need to be located through the Development Permit review. More details will also be required on issues such as site lighting and stray light control, street signage, etc.

The only noted variance for this development at time of writing is that all the bicycle spaces being provided under the preliminary site plan are shown as Class 1 spaces. Staff will work with the proponent during the Development Permit review to determine whether some Class 2 (outside) bicycle spaces can also be accommodated on the site.

The preliminary site conceptual plan fully addresses off-street parking requirements and accessibility parking space requirements in accordance with Zoning Bylaw 8500. Loading spaces have also been provided but will require a minor adjustment to the sharing of medium and large loading spaces bringing them into compliance with the Bylaw. This will be addressed through the Development Permit review.

Trees

Tree Preservation staff have made the following recommendations based upon the submitted Arborist's report:

- A site inspection confirmed there are no significant trees on site. The existing tree inventory is made up of clusters of Black Cottonwood in various stages of maturity.
- A review of the legal survey submitted as part of the application identifies 97 trees to be removed.

- Approximately 39 trees located on City property (along Westminster Hwy, Boundary road, and River road frontages) should be retained and protected. In addition, there are a significant number of trees located within the 30m tree Buffer that should also be identified as "to be retained and protected".
- One tree (on the development site), located along the north property line and adjacent to River Road, should also be retained, as it does not conflict with the proposed development.
- Replacement trees can be accommodated in the proposed surface parking lot (2 trees in each raised medium).
- A tree Retention/Replacement Plan should be submitted for review.
- There are a number of existing trees located just inside the 30m buffer that would be damaged through conventional tree removal during site preparation. A condition of approval should be to require an Arborist to supervise tree removal along the edge of the 3m buffer. A letter from the project Arborist confirming they have been hired to undertake this work would suffice.

These recommendations will be followed up via the Development Permit review.

Financial Impact or Economic Impact

The City may incur some costs if there is a need to relocate an existing water main and an existing storm drain both of which are running parallel to the proposed dyke expansion works. It is anticipated that these works can be carried out within Engineering's existing operating budgets. Routine operating costs (e.g. gas, hydro, maintenance, etc.) will be the responsibility of the facility operator.

Conclusion

TransLink's Hamilton Bus Maintenance Facility is a significant development for both Hamilton and the City as a whole. The community will benefit in substantive ways by locating this facility in Richmond in terms of new, high paying jobs in Richmond, additional park space, trails, and financial contributions to needed amenity space. Although there are complex technical issues involved with the site development, sufficient information has been provided indicating that these issues can be appropriately addressed. On this basis, staff are recommending support for the Rezoning of the subject site to Light Industrial (IL) in order to accommodate the proposed Bus Maintenance Facility.



David Brownlee
Planner 2

DCB:cas

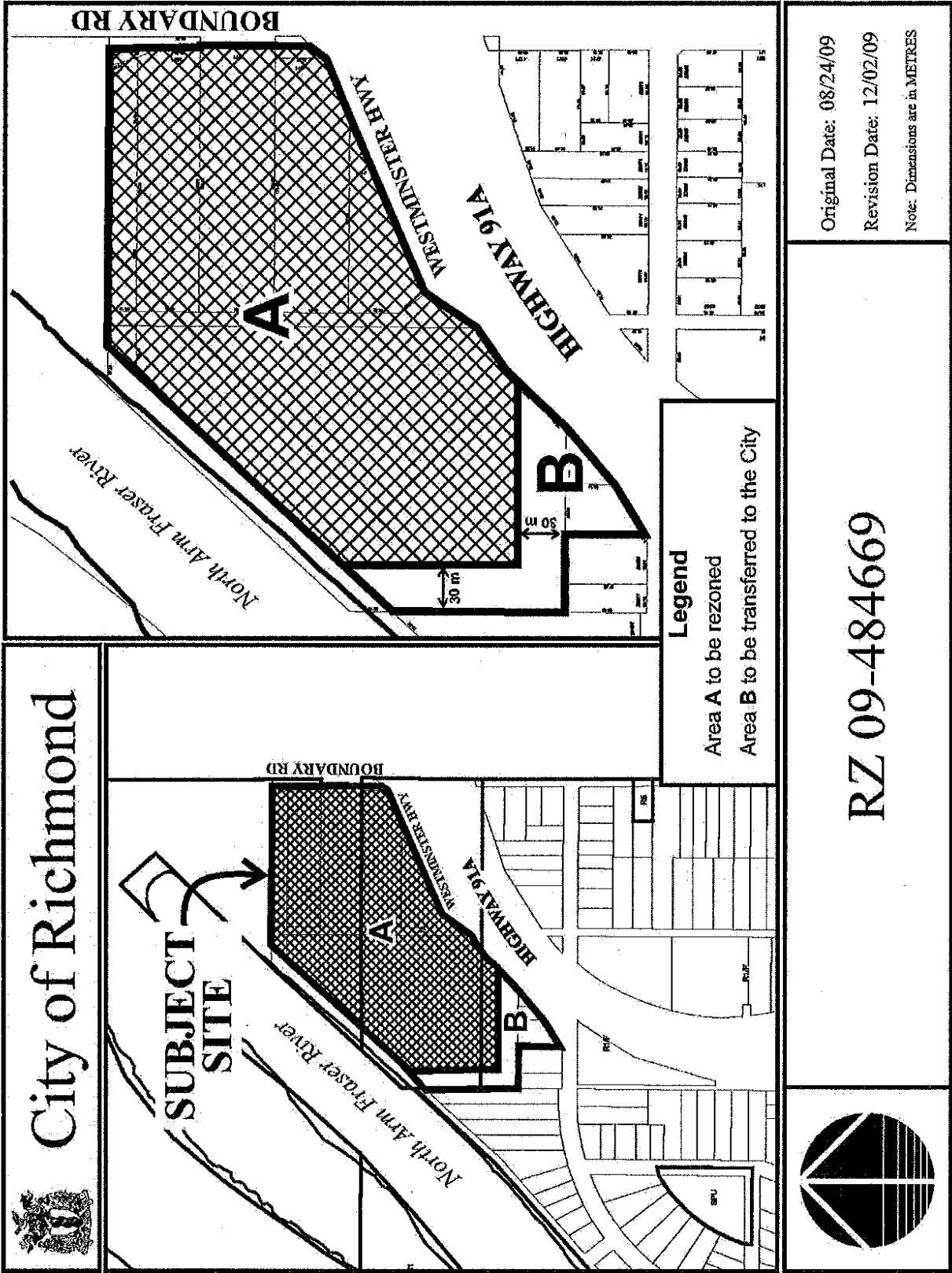
Attachment 1: Location Map and Aerial

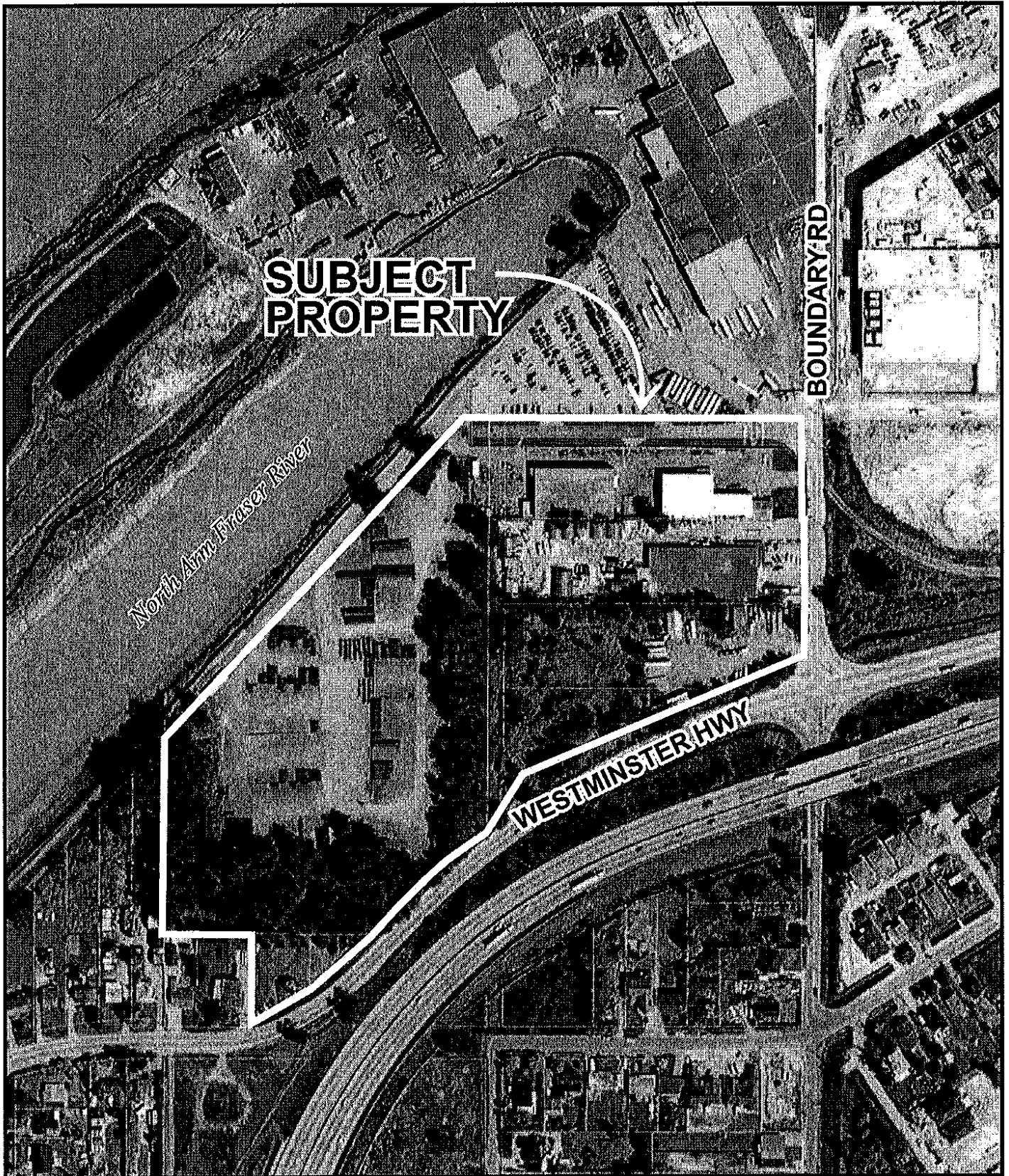
Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Rezoning Considerations Concurrence

Attachment 5: Transportation Demand Management Measures Proposed





RZ 09-484669

Original Date: 08/24/09

Amended Date: 10/22/09

Note: Dimensions are in METRES

SURVEY PLAN OF:

PANEL	DESCRIPTION	AREA (m ²)	TOTAL AREA (m ²)
1	LOT E, B, C AND F, PLAN 48865	4854.7	
2	LOT 89, PLAN 34545	8071.4	
3	REM N 1/2 OF 3, PLAN 571	9028.4	
4	REM S 1/2 OF 3, PLAN 571	9095.1	79529.2
5	REM 4, PLAN 571	3892.3	
6	REM 4, PLAN 571	43193.8	
7	1/4 ROAD CLOSURE	715.5	
8	ROAD, PLAN 14694	328.0	9413.7
9	ROAD, PLAN 14694	2041.4	2289.4
10	REM 145, PLAN 49423	302.1	
11	REM 144, PLAN 49423	477.9	2285.1
12	REM 3, PLAN 23194	1598.8	
13	W 80 FEET LOT 1, PLAN 23194	6.3	

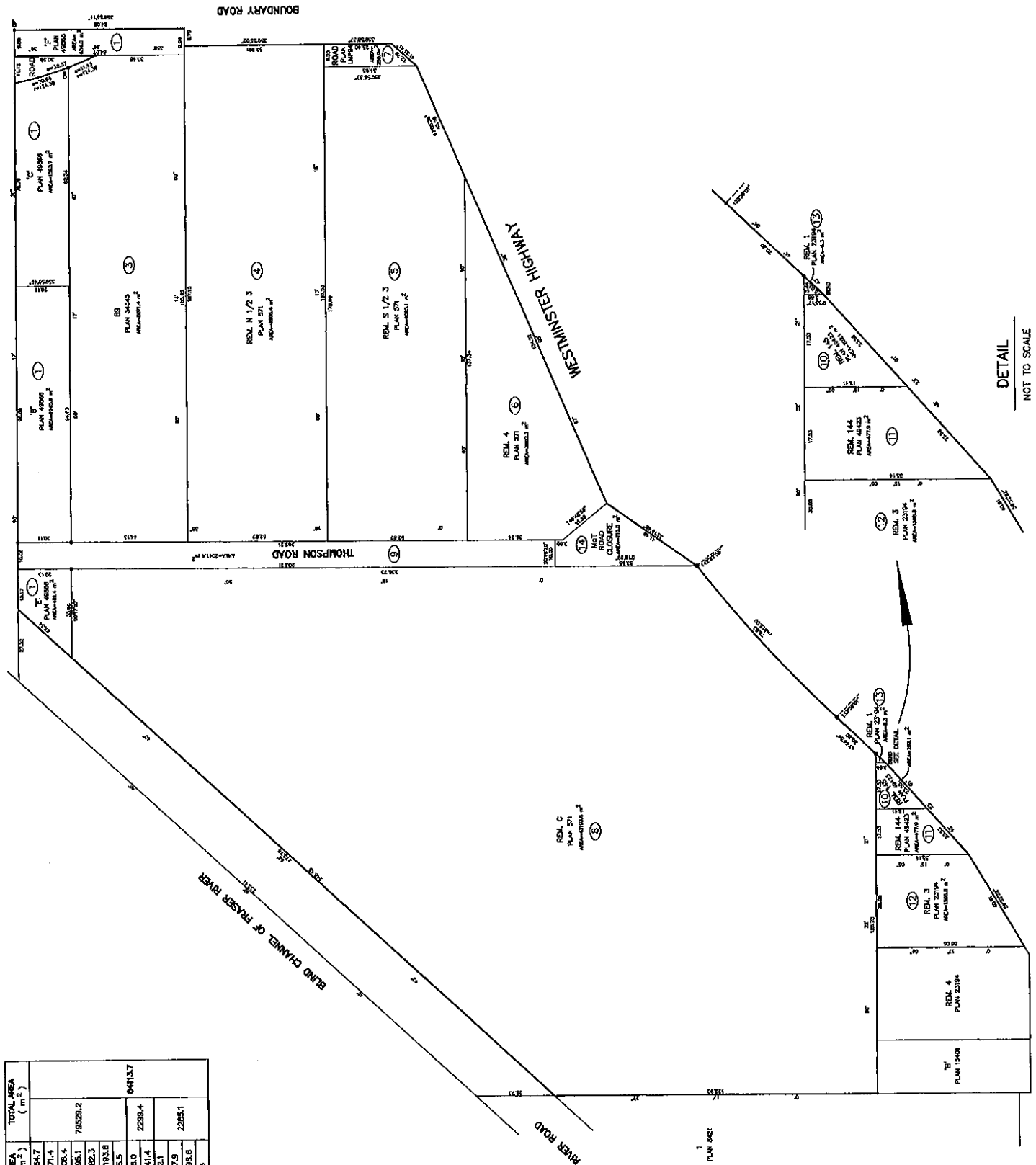


SCALE 1:500
1" = 50'

- LEGEND
- ALL SURVEYED AREAS
 - UNDEVELOPED AREAS
 - PROPOSED CLOSURE OF ROAD

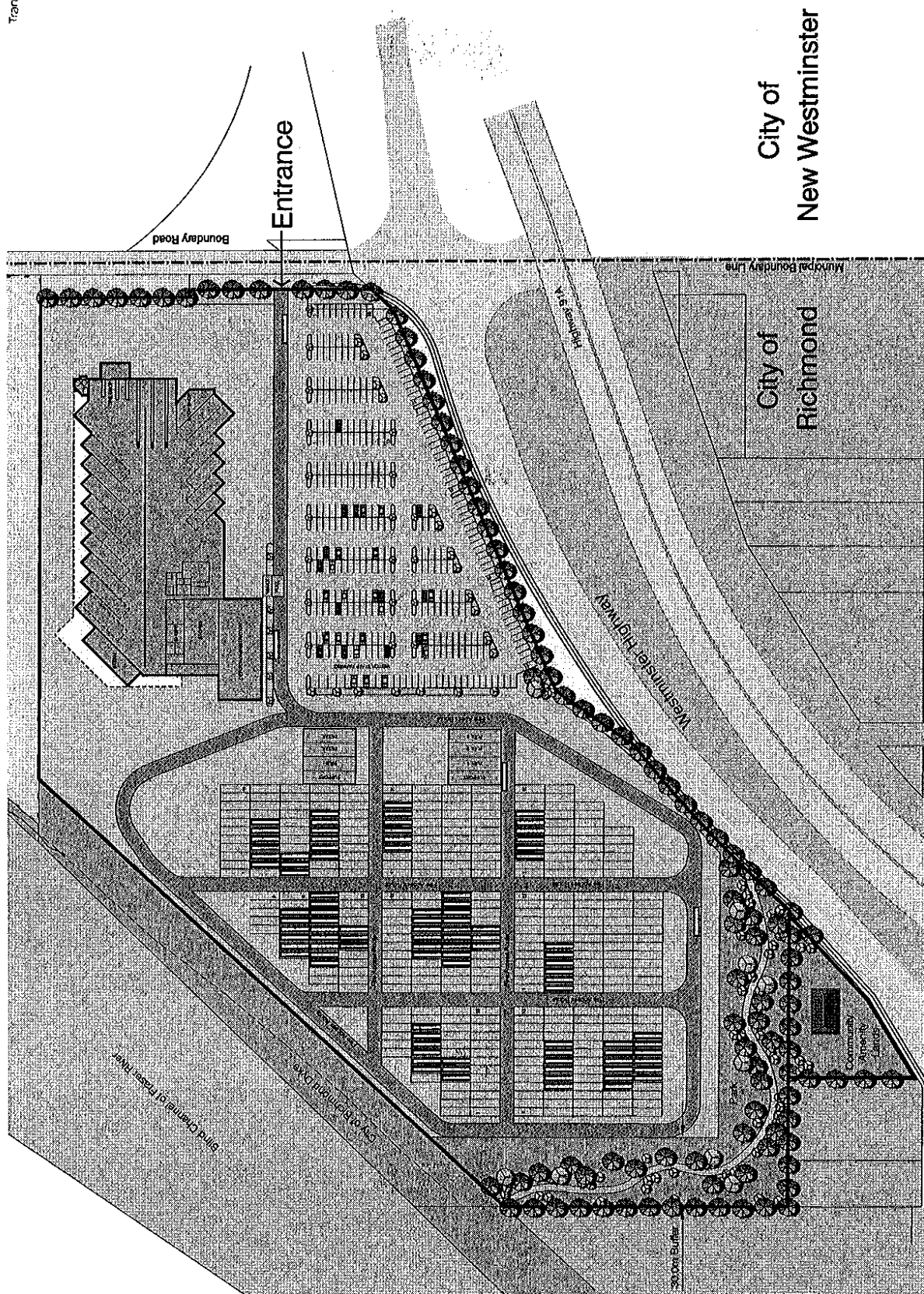
NOTES:
- PRESENT LOTS COMPARISON AND CORRECTION MADE FROM THE 1988 PLAN
- ALL LOTS ARE SUBJECT TO CORRECTION AT THE FIELD SURVEY

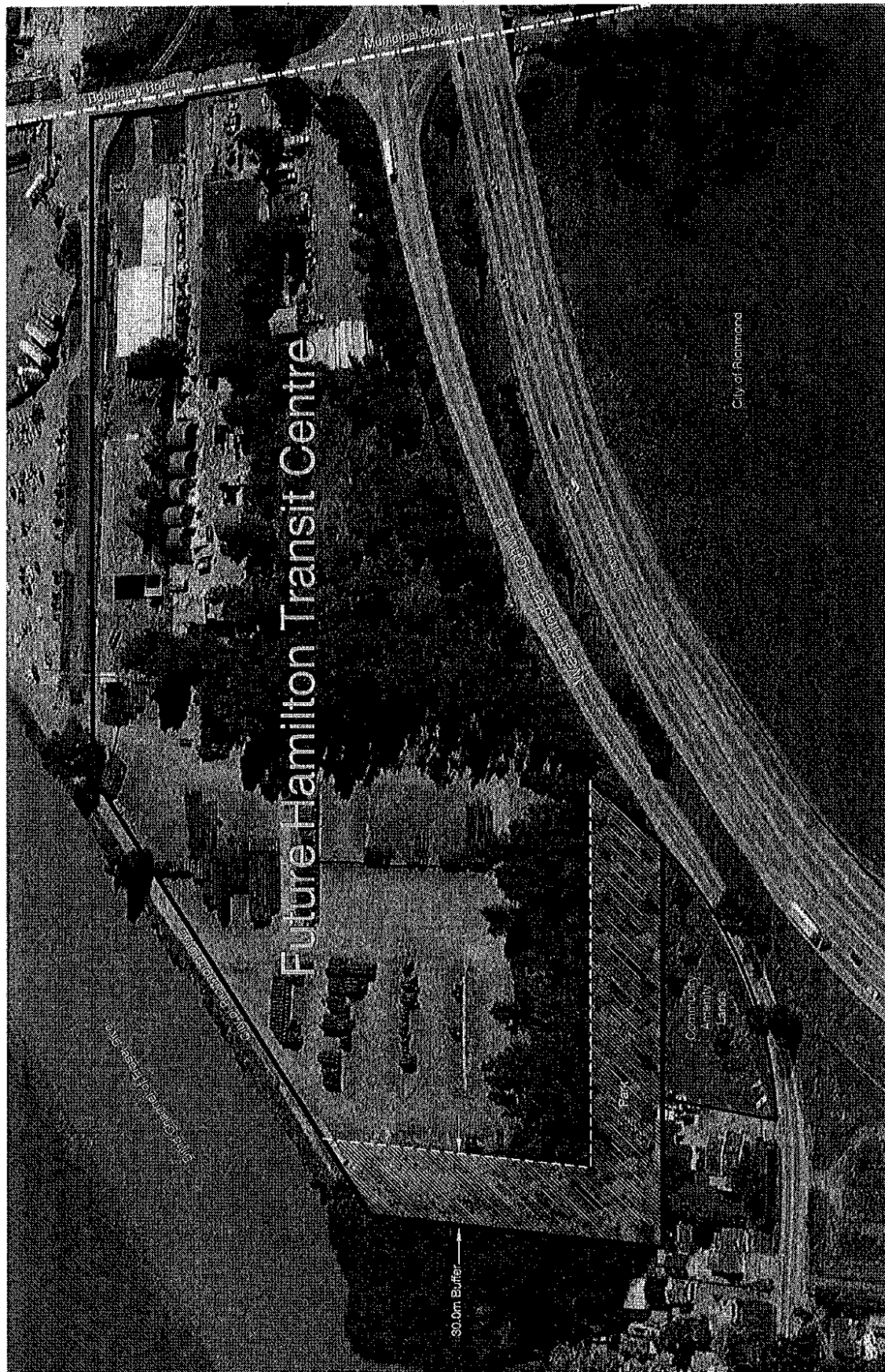
PLN - 40



DETAIL
NOT TO SCALE

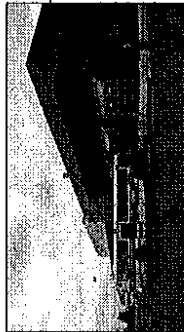
WESTMINSTER HIGHWAY



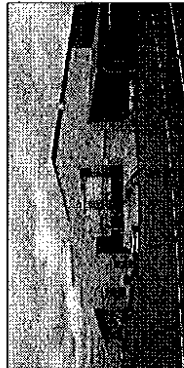




RTC MAIN ENTRANCE & ADMINISTRATION



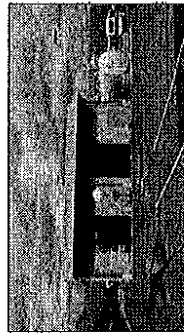
RTC BUS ENTERING PIT BAYS



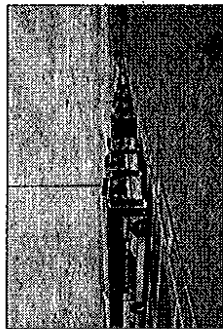
RTC WASTE WATER TREATMENT PLANT
AND MAINTENANCE BAYS BEYOND



RTC BUS WASH & DETAIL CLEAN



RTC FUEL ISLAND



RTC BUS PARKING



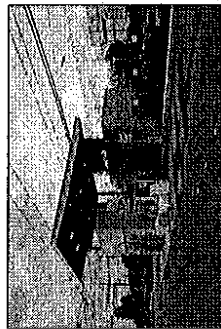
RTC BUS EXIT & STEAM BAY



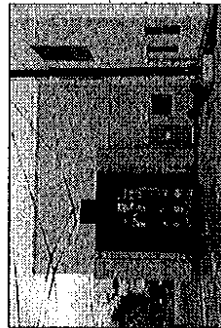
RTC EMPLOYEE PARKING



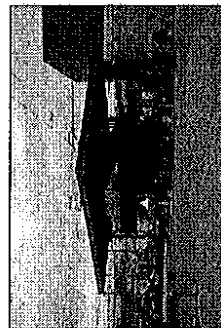
RTC VAULT PULL



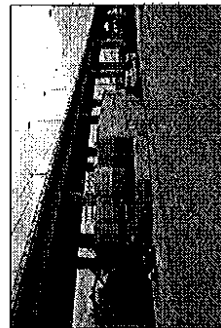
VTC VAULT PULL



VTC BUS WASH



VTC FUEL ISLAND



VTC WASTE WATER TREATMENT PLANT

LEGEND:

RTC = RICHMOND TRANSIT CENTRE
VTC = VANCOUVER TRANSIT CENTRE



City of Richmond

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

Development Application Data Sheet

RZ 09-484669

Attachment 3

Address: 3951 Boundary Road

Applicant: South Coast British Columbia Transportation Authority

Planning Area(s): Hamilton

	Existing	Proposed
Owner:	South Coast British Columbia Transportation Authority with portions of roadways owned by the City of Richmond and the BC Ministry of Highways and Infrastructure (MOTI)	South Coast British Columbia Transportation Authority
Site Size (m²):	83,658 m ² gross	73,831 m ² net after transfers of 7,552m ² buffer strip and 2,275m ² community amenity area
Land Uses:	Industrial / road right of ways	Bus Operations and Maintenance Facility
OCP Designation:	Business and Industry	Same
Area Plan Designation:	Industrial	Same
Zoning:	Industrial District (I), Light Industrial (IL) and Single Detached (RS1/F)	Light Industrial (IL)
Other Designations:	Environmentally Sensitive Area Designation 30m buffer from the High Water Mark of the Fraser River. The area under designation is mostly paved.	Same

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.0	0.14	none permitted
Lot Coverage – Building:	Max. 60%	12.6%	none
Lot Size (min. dimensions):	No Minimums	73,831 m ² net	none
Setback – Front Yard (m):	Min. 3.0 m	80 m Min.	none
Setback – Side & Rear Yards (m):	Min. 3.0 m	Min. 28 m	none
Height (m):	12.0 m	11.0 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Total:	Employee/Visitor: 127 Bus Storage: none	Employee/Visitor: 350 Bus Storage: 350	none
Accessible Spaces	3	7	none
Bicycle Parking Stalls	Class 1: 25 Class 2: 25	Class 1: 50 spaces	To be evaluated via Development Permit stage
Loading Spaces for Non-Residential	Medium Size: 3 Large Size: 2	Dedicated Spaces: Medium Size: 4 Large Size: 2 Un-dedicated Spaces: Large Size: 3	none

Other: Tree replacement compensation required for loss of 97 Bylaw sized trees.

Rezoning Considerations

3951, 3971, 4071, 4111 Boundary Road, Portions of 23660 River Road, No Address Parcels (P.I.D. 003-693-805, 003-693-996, 003-694-143, 003-693-899) and Portions of Existing Surplus City Road Right-of-Way

RZ 09-484669

Prior to final adoption of Zoning Amendment Bylaw 8557, the developer is required to complete the following:

Land Conditions

1. Completion of the necessary road closure bylaws and land exchanges along Thompson Road, Boundary Road and Westminster Hwy. as required.
2. If required by the City to do so, prior to rezoning any public or third party statutory rights of way that may be necessary due to the creation of the road closure areas are to be registered against the newly created titles prior to transfer to the Applicant, and for greater clarity includes the statutory right of way required for Terasen Gas along a portion of the Boundary Road road closure area.
3. If required by Terasen Gas a right-of-way in favour of Terasen Gas is to be registered for the gas line alignment on the following property P.I.D. 003-693-899 (Parcel F) prior to adoption of the Rezoning.
4. Consolidation of all the lots of the development site into one development parcel, including all road closure areas from both the City and the Ministry of Transportation and Infrastructure (MOTI).
5. Consolidate the following parcels into one lot: P.I.D. 004-062-965 (23711 Westminster Hwy.), P.I.D. 004-891-937 (23591 Westminster Hwy.), no address parcels P.I.D. 004-053-541 and P.I.D. 004-056-451. Transfer the consolidated lot to the City for community amenity purposes.
6. If required by the City, dedication of road parcel P.I.D. 013-644-220 to road.
7. Subdivision and transfer to the City of the 30m wide proposed natural buffer/trail strip along the southern and western property lines of 23660 River Road. Prior to transfer a hazard tree assessment is to be conducted by an appropriate hazard tree assessment professional and all agreed upon hazard trees removed from the lot.

Agreements and Title Conditions

8. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.5m GSC.
9. Registration of a legal agreement on title ensuring that a building setback of 7.5 m from all dyke right-of-ways.
10. Registration of a legal agreement on title ensuring that all bus traffic utilizing the TransLink Bus Maintenance Facility access the site from Highway 91A using only roadways to the east of the site rather than roadways to the west or south of the site unless specifically servicing those areas.
11. Submission of a legal agreement by TransLink to put in place and actively maintain a program to encourage all its employees to access the TransLink Bus Maintenance Facility utilizing only roadways to the east (i.e. access from Highway 91A) rather than roadways to the west or south of the site unless the employees live within those areas.

12. Registration of a legal agreement on title ensuring that all sediment and oil separation facilities installed, either for direct discharge of surface storm water to the Fraser River or for discharge via the City's storm sewer system, will be maintained in good working condition and allowing the City to enter onto the property to undertake such maintenance should the property owner fail to do so.
13. If required by the City, a standard utility right of way is to be registered on title for existing City utilities across the following parcels: P.I.D. 003-693-805, 003-693-996, 003-694-143, 003-693-899 and the closed portion of Thompson Road.

Contribution Conditions

14. City acceptance of the developer's offer to voluntarily contribute \$1,770,265.00 toward community amenity development and site preparation of the community amenity parcel.
15. City acceptance of the developer's offer to voluntarily contribute \$50,000 toward site preparation and development of a pedestrian trail connecting Westminster Hwy. and River Road through the new lot referenced in item 7 above.

Other General Conditions

16. Submission of a letter identifying the firm/professional arborist to be retained to oversee all tree removals and construction activities in immediate vicinity of the proposed natural buffer/trail strip parcel.
17. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to final adoption of the rezoning bylaw or any construction activities, including building demolition, occurring onsite. Temporary fencing is to be approved by the City's Tree Protection staff.
18. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
19. Provide evidence that a certificate of compliance or other acceptable instrument has been issued by the Ministry of Environment regarding site soil mitigation/remediation. This approval is required prior to the dedication of any required road and/or transfer of lots to the City. Additional legal agreements and/or security to ensure all potential site contamination issues are resolved to the satisfaction of the Director of Development may be required as part of land dedication or transfer agreements.

Servicing Agreement Conditions

20. Enter into a Servicing Agreement* for the design and construction of, at the developer's cost, full upgrades all the frontages of this development site, plus storm sanitary and sewer upgrades as agreed to via the Capacity Analysis process approved to the satisfaction of the Director of Engineering. Works include, but may not be limited to, the following:

Boundary Road Improvements

- Submission of a functional design for the Boundary Road frontage by the applicant to the City for review and approval by the Director of Transportation prior to fourth reading of the Rezoning.
- Land Dedication along Boundary Road (including land to be transferred from the City to TransLink). Land dedication varies from nil to approximately 6.6m along the

subject site eastern frontage to accommodate the noted cross-section shown below, subject to the review of the Boundary Road frontage functional design by the Director of Transportation.

- Frontage Improvements on Boundary Road to include the following:
 - a. Using the existing yellow centre line as a control point, the proposed cross-section from west to east (immediately south of the proposed access to the bus depot) is to include at a minimum:
 - 1.5m wide concrete sidewalk
 - 1.5m wide treed boulevard
 - 0.15m wide road curb
 - 3.5m wide southbound lane
 - proposed centre line same as existing
 - 6.0m (minimum) wide northbound lane (in order to allow vehicles to pass safely on the right of any buses stopping to turn left into the proposed access) tapered to 3.5m pavement width north of proposed access before tying into existing north of subject site.
 - b. 2m paved and delineated walkway with extruded curb to be provided north of the proposed access to the northern limit of the subject site frontage.
 - c. Appropriate street lighting (to be defined by Engineering Department).

Westminster Highway Improvements

- Frontage Improvements on Westminster Highway to include:
 - a. 1.8m westbound bike lane and 2.0m paved and delineated walkway with extruded curb on the north side from Boundary Road to the western edge of the proposed Community Amenity lands at 23591 to 23711 Westminster Highway.
 - b. Provision of a bus shelter and 9m x 3m concrete bus pad at the existing westbound far side bus stop.
 - c. 1.5m treed boulevard, 1.5m concrete sidewalk with curb & gutter between the westbound far side bus stop and the proposed access to the bus depot on Boundary Road, subject to the satisfaction of the Director of Transportation.
 - d. The access location to the bus depot will be a minimum of 50 metres north of the proposed southbound stop bar.
 - e. Appropriate street lighting (to be defined by Engineering Department).

Westminster Highway and Boundary Road Intersection Improvements

- Widening and Signalization of Boundary Road and Westminster Highway intersection to include:
 - a. An exclusive left-turn lane for southbound approach.
 - b. A north-south crosswalk at the west leg.
 - c. New street lighting.
 - d. Modification of existing utilities and poles as appropriate.

Water, Storm and Sanitary Sewer Upgrades

- Any water, storm and sanitary sewer upgrades which have been determined via the Capacity Analysis process are to be included via the Servicing Agreement design drawings set.

Site Service Connections

- Water, sanitary and storm connections to the site are to be shown as part of the Servicing Agreement design.

Foreshore Dyke Upgrades Along River Road

- Design and construction via servicing agreement to the satisfaction of the Director of Engineering, the Provincial Diking Authority and other relevant external approving agencies. The existing dyke is to be upgraded to a minimum height of 4.3m GSC having a minimum crest width of 4 m and having the capacity to be raised to the ultimate dyke design elevation of 5.0m GSC to accommodate sea level rise by 2100AD.

Dyke Upgrades on P.I.D. 003-693-805, 003-693-996, 003-694-143, 003-693-899

- Design and construction of dyke improvements via servicing agreement to the satisfaction of the Director of Engineering, the Provincial Diking Authority. The existing dyke is to be upgraded to a minimum height of 4.3m GSC having a minimum crest width of 4 m and having the capacity to be raised to the ultimate dyke design elevation of 5.0m GSC to accommodate sea level rise by 2100 AD.
- The granting of a right-of-way across the northern properties (P.I.D. 003-693-805, 003-693-996, 003-694-143, 003-693-899) for dyke improvements and the impacted portion of the Thompson Road right-of-way. The alignment and width of the right-of-way to be determined upon submission of a dyke design acceptable to both the City and the Provincial Dyking Authority.

Other

- The standard Servicing Agreement (SA) process will include ALL Road, servicing upgrades and alterations as deemed necessary by a design professional. Prior to Adoption of this RZ Bylaw, the Owner must have entered into the City's standard SA for doing all offsite works. All works are at their sole cost.
- Any additional property dedications or rights-of-way as deemed necessary by the approved Servicing Agreement design as determined by the Director of Engineering, Director of Transportation, and the Director of Development shall be provided.

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.

[Signed original on file]

Signed _____

Date _____

Additional Notes

Development Permit – Tree Replacement / Cash in Lieu

Replacement at a minimum ratio of two for one as per the Official Community Plan or cash-in-lieu will be sought through the Development Permit Review for all bylaw-sized trees removed from the site.

Construction Parking and Traffic Management Plan Requirement

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.



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File: 2.0
 Project # 5355

Memorandum

To: Victor Wei, P.Eng.
Cc: Sean Kennedy, P.Eng. - Genivar
From: Donna Howes, P.Eng. - HDR | iTRANS
 Allison Clavelle, EIT - HDR | iTRANS
Date: November 30, 2009
Re: **HTC Transit Centre: Proposed Transportation Demand Management Measures**

As part of the rezoning application before the City of Richmond for the HTC Transit Centre, TransLink is proposing a number of Transportation Demand Management ("TDM") initiatives to promote the use of sustainable transportation and reduce auto trips.

Three types of employees are expected at the site: bus drivers, maintenance staff, and administrative staff. Available sustainable modes of transportation include: transit (during service hours), carpooling / carsharing, bicycling, and walking. The site is served by transit, bicycle lanes, sidewalks, and pedestrian trails.

Based on the available modes, the following TDM initiatives are proposed:

- Provide each employee with a free transit pass
- Reserve 20 parking stalls for carpools and carshare. Locate these stalls near the building entrance.
- Provide at least two company vehicles or fleet cars for employee use during work hours.
- Provide 50 'Class 1' secure bicycle parking spaces.
- Provide shower and locker facilities.
- Offer a guaranteed ride home program in case of emergency or if an employee is required to stay beyond their normal working hours.
- Provide travel information services, including the following:
 - Display transit information in prominent locations.
 - Install a travel information centre.
 - Provide carpool matching service facilitated by an employee who will be designated as a Transportation Administrator.

The above measures have been successfully implemented at other locations and are proposed for the HTC Transit Centre. Please feel free to call Donna Howes or Allison Clavelle at (604) 682-8119 with any questions or comments.



City of Richmond

Bylaw 8557

Richmond Zoning Bylaw 8500 Amendment Bylaw 8557 (RZ09-484669)

3951 3971, 4071, 4111 Boundary Road, Portions of 23660 River Road, no Address Parcels (P.I.D. 003-693-805, 003-693-996, 003-694-143, 003-693-899) and Portions of Existing Surplus City Road Right-of-Way

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **LIGHT INDUSTRIAL (IL)**.

That area shown cross-hatched and labelled as Area "A" on "Schedule A attached to and forming part of Bylaw No. 8557"

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8557**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by <i>AB</i>
APPROVED by Director or Solicitor <i>[Signature]</i>

Schedule "A" attached to and forming part of Bylaw 8557

