

D. REPORTS OF COMMITTEES

D.1 Report from the September 3, 2020 COTW Meeting

D.1.a 2800 Bridge Street - Development Permit with Variance Application No. 00139 (Burnside)

Moved By Councillor Alto

Seconded By Councillor Potts

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

“That Council authorize the issuance of Development Permit with Variance Application No. 00139 for 2800 Bridge Street, in accordance with:

1. Plans date stamped June 18, 2020.
2. Development meeting all Zoning Regulation Bylaw requirements, except for the following variance:
 - a. increase the height of a raw materials receiving and storage facility (silo) from 15m to 31.83m.
3. Registration of a legal agreement on the property’s title to restrict the illumination levels and hours of operation (to midnight) of the light installation on the north elevation of the raw materials receiving and storage facility (silo), to the satisfaction of the Director of Community Planning and Sustainable Development.
4. The Development Permit lapsing two years from the date of this resolution.”

CARRIED UNANIMOUSLY

- G.3 - Proclamation - Jaswant Singh Khalra Day

CARRIED UNANIMOUSLY

Amendment:

Moved By Councillor Alto

Seconded By Councillor Dubow

That I.2 and I.3 be moved after G. 1

CARRIED UNANIMOUSLY

On the main motion as amended:

CARRIED UNANIMOUSLY

B. CONSENT AGENDA

Moved By Councillor Alto

Seconded By Councillor Dubow

That the following items be approved without further debate:

C.1 Minutes from the meeting held July 23, 2020

Moved By Councillor Alto

Seconded By Councillor Dubow

That the minutes from the meeting held July 23, 2020 be adopted.

CARRIED UNANIMOUSLY

The following points were considered in assessing this application:

- The subject property is within Development Permit Area 16: General Form and Character, which encourages the integration of industrial buildings in a manner that is complementary to the established place character of the neighbourhood. The area consists predominantly of marine and light industrial uses and therefore, the proposal is compatible with the current context and the future vision of this industrial waterfront area.
- The *Burnside Gorge Neighbourhood Plan* supports heavy industry near the waterfront and encourages ongoing mitigation measures such as soundproofing and screening, to help reduce impacts on the surrounding business district from heavier industrial uses. The proposed silo and conveyor equipment are completely enclosed in order to reduce noise and dust impacts.
- The applicant is proposing an innovative and energy-efficient light art installation on the north elevation of the proposed silo.
- The applicant is requesting a variance to increase the height of the silo from 15m to 31.83m. The variance is supportable given that the proposed industrial design would enhance the visual appearance of the industrial waterfront area and have minimal impacts on the neighbouring properties.

BACKGROUND

Description of Proposal

The proposal is for a raw materials receiving and storage facility (silo). Specific details include:

- a contemporary-style industrial structure consisting of an angled roofline and exterior finishes, including powder coated and galvanized perforated metal siding screen, steel casing, metal roof and fabric covers
- an art light installation on the north elevation, which includes a LED lighting system consisting of 3,400 individually controlled LED lights behind a perforated metal screen
- a new barge unload conveyor and lift frame, bucket elevator and an aggregate loading conveyor to support the proposed silo.

The proposed variance is related to increasing the height of the silo.

Sustainability

The applicant submitted a Sustainability Assessment (attached) prepared by Synergy Enterprises. The key sustainability features include the following:

- reduced building footprint, through the use of a silo to store raw materials
- stormwater capture, treatment and re-use
- transportation of raw materials by barge, which the applicant indicates removes more than 2,500 heavy trucks from the road per year and reduces carbon dioxide emissions
- recycling of waste concrete
- production of low carbon concrete through use of Carbon Cure technology
- shoreline rehabilitation.

Existing Site Development and Development Potential

The site is presently occupied with a concrete plant.

Data Table

The following data table compares the proposal with the existing M-3 Zone, Heavy Industrial District. An asterisk is used to identify where the proposal does not meet the Zone standard.

Zoning Criteria	Proposal	M-3 Zone
Site area (m ²) – minimum	12,553.20	n/a
Density (Floor Space Ratio) – maximum	n/a	3:1
Total floor area (m ²) – maximum	n/a	n/a
Height (m) – maximum	31.83*	15
Setbacks (m) – minimum	0.00	0.00
Vehicle parking – minimum	18	18
Loading Space (m) – minimum		
Width	4	4
Length	9	9
Height	n/a	4.30
Setback from street	>3	3
Access from street	>5	5
Bicycle parking stalls – minimum		
Class 1	0	n/a
Class 2	0	n/a

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, on February 20, 2020 the application was referred for a 30-day comment period to the Burnside Gorge CALUC. The Burnside Gorge CALUC mentioned to staff that a letter will be provided; however, it was not received at the time of writing this report.

This application proposes variances, therefore, in accordance with the City's *Land Use Procedures Bylaw*, it requires notice, sign posting and a meeting of Council to consider the variances.

ANALYSIS

Development Permit Area and Design Guidelines

The *Official Community Plan, 2012* (OCP) identifies this property within Development Permit Area 16 (DPA 16): General Form and Character. The DPA 16 encourages the integration of industrial buildings in a manner that is complementary to the established place character of the neighbourhood. This area consists predominantly of marine and light industrial uses; however, north and west of the subject property and across Selkirk Waters is Selkirk Village, which is a mixed-use development and contains residential uses. The subject property also abuts Garbally Landing, which is a migratory bird sanctuary. A letter dated August 14, 2020 from the Friends of Victoria Harbour Migratory Bird Sanctuary is attached to the report.

The applicant is proposing a contemporary-style industrial structure and an artistic light installation on the north elevation in order to enhance its visual interest and introduce an innovative approach to celebrate the industrial architecture along the waterfront. Even though the proposal for a light installation on the silo came from consultation with the neighbourhood (preference for a light installation instead of a mural), the applicant is willing to register a covenant on title that would restrict the illumination levels and hours of operation (to midnight) of the light installation, to the satisfaction of the Director of Community Planning and Sustainable Development.

Burnside Gorge Neighbourhood Plan

The *Burnside Gorge Neighbourhood Plan* designates the subject property Marine Industrial. The Plan supports heavy industry near the waterfront and encourages ongoing mitigation measures such as soundproofing and screening, to help reduce impacts on the surrounding business district from heavier industrial uses. The proposed silo and conveyor equipment are completely enclosed in order to reduce noise and dust impacts.

Tree Preservation Bylaw and Urban Forest Master Plan

There are no Tree Preservation Bylaw impacts with this application.

Regulatory Considerations

Height Variance

The applicant is requesting a variance to increase the height of the silo from 15m to 31.83m in order to provide sufficient storage capacity of raw materials and maintain a relatively small building footprint for improved operations on the site. To mitigate the potential visual impacts of a higher structure within the industrial waterfront area, the applicant is proposing a modern industrial design approach that includes an angled metal roofline and high-quality industrial materials. The applicant provided several viewscales (attached) to demonstrate how this structure would fit in with the neighbourhood context at several vantage points, including the Railyards, Selkirk Waterfront, and Johnson Street Bridge as well as at the intersections of Gorge Road and Bridge Street, Gorge Road and Jutland Road and Bay and Turner Street.

Other Considerations

The Advisory Design Panel (ADP) reviewed the Development Permit with Variance Application at their meeting on July 22, 2020 (minutes attached) and provided the following recommendation for Council's consideration:

"That the Development Permit with Variance Application No. 00139 for 2800 Bridge Street be approved as presented."

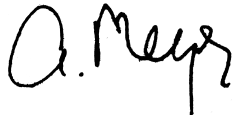
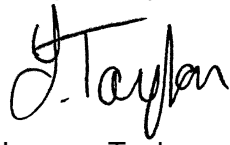
CONCLUSIONS

The proposal for a raw materials and storage facility is consistent with the applicable industrial design guidelines. The applicant has demonstrated how the proposed silo would enhance the industrial waterfront area in a more sustainable manner compared to the conventional ways of storing raw aggregate materials for processing purposes. The proposed height variance is also supportable given the design features on the structure that would soften its visual impact. Staff recommend for Council's consideration that the application proceed for an Opportunity for Public Comment.

ALTERNATE MOTION

That Council decline Development Permit with Variance Application No. 00139 for the property located at 2800 Bridge Street.

Respectfully submitted,



Leanne Taylor
Senior Planner
Development Services Division



Karen Hoese, Director
Sustainable Planning and Community
Development Department

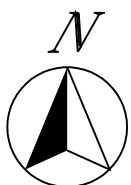
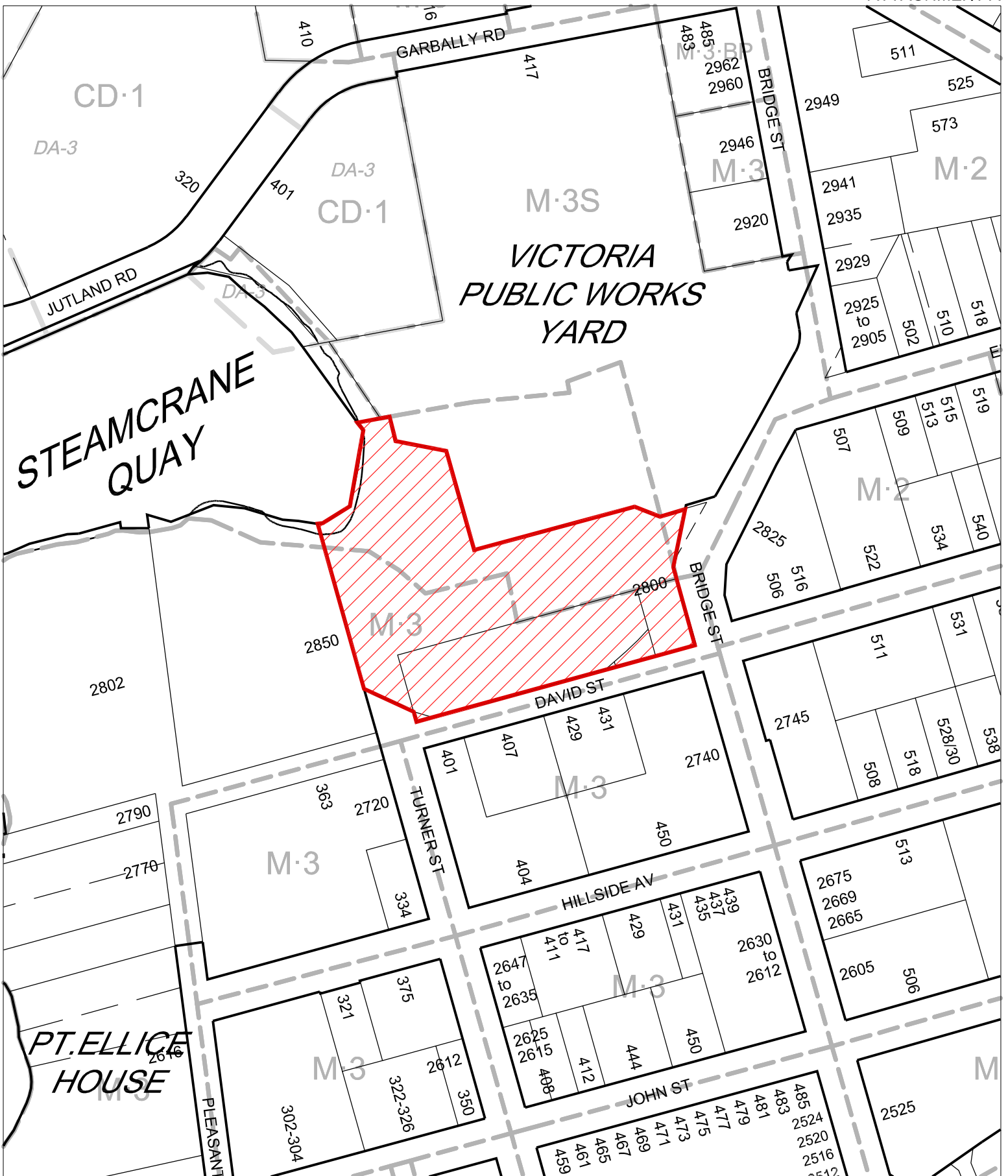
Report accepted and recommended by the City Manager:



Date: August 27, 2020

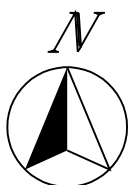
List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans dated June 18, 2020
- Attachment D: Letter from applicant to Mayor and Council dated February 7, 2020
- Attachment E: Sustainability Assessment dated September 24, 2020
- Attachment F: Correspondence from the applicant and Department of Fisheries and Oceans dated August 6, 2020
- Attachment G: Advisory Design Panel report dated July 15, 2020
- Attachment H: Minutes from the Advisory Design Panel meeting dated July 22, 2020
- Attachment I: Correspondence.



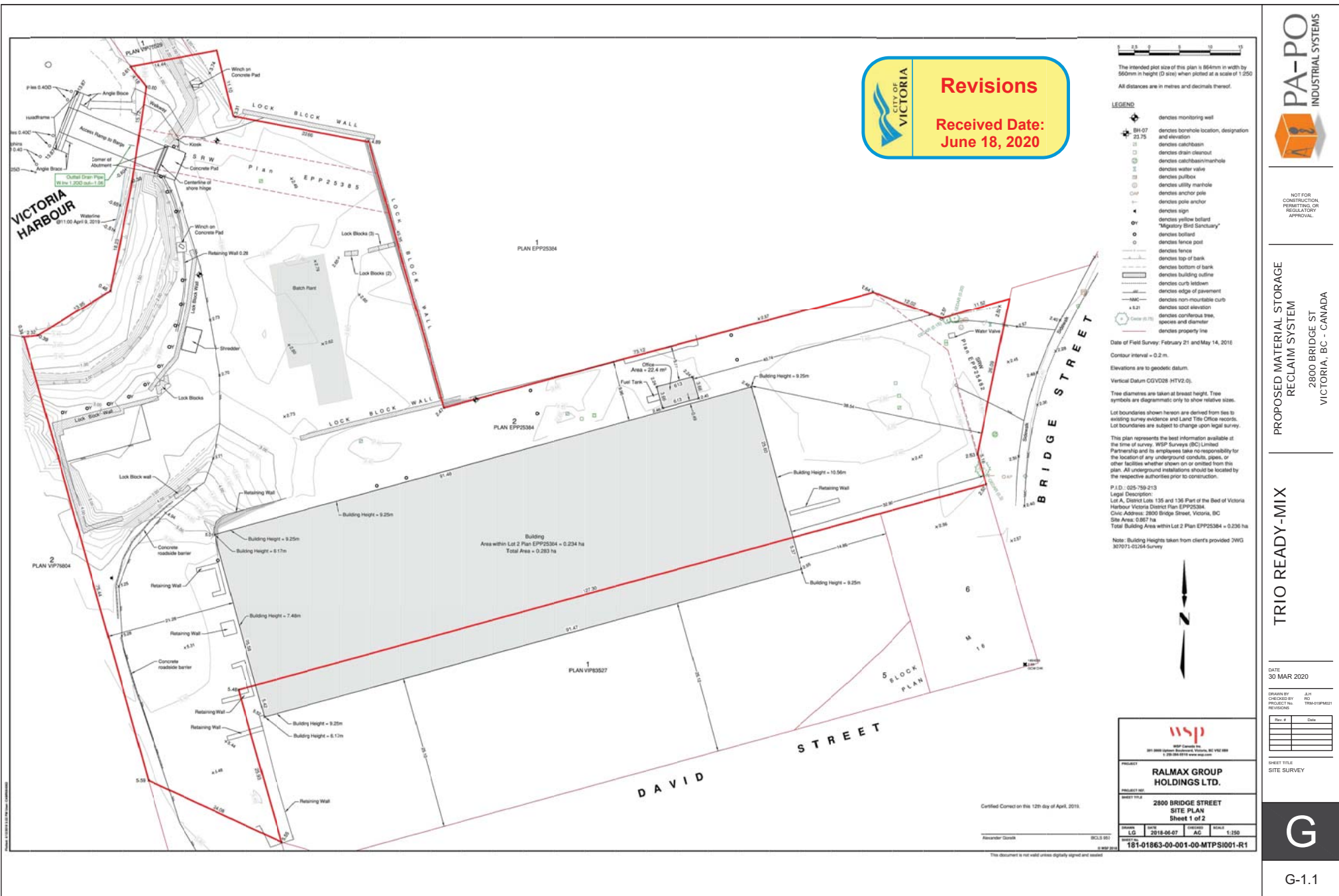
2800 Bridge Street
 Development Permit #00139





2800 Bridge Street
 Development Permit #00139





Revisions
Received Date:
June 18, 2020

Scale: 1:250
 The intended plot size of this plan is 864mm in width by 560mm in height (D size) when plotted at a scale of 1:250
 All distances are in metres and decimals thereof.

- LEGEND:**
- dencies monitoring well
 - dencies borehole location, designation and elevation
 - dencies catchbasin
 - dencies drain cleanout
 - dencies catchbasin/manhole
 - dencies water valve
 - dencies pullbox
 - dencies utility manhole
 - dencies anchor pile
 - dencies pole anchor
 - dencies sign
 - dencies yellow bollard "Migratory Bird Sanctuary"
 - dencies bollard
 - dencies fence post
 - dencies fence
 - dencies top of bank
 - dencies bottom of bank
 - dencies building outline
 - dencies curb setback
 - dencies edge of pavement
 - dencies non-mountable curb
 - dencies spot elevation
 - dencies continuous tree, species and diameter
 - dencies property line

Date of Field Survey: February 21 and May 14, 2018
 Contour Interval = 0.2 m.
 Elevations are to geoidic datum.
 Vertical Datum CGVD28 HTV2.0).

Tree diameters are taken at breast height. Tree symbols are diagrammatic only to show relative sizes.
 Lot boundaries shown hereon are derived from fees to existing survey evidence and Land Title Office records. Lot boundaries are subject to change upon legal survey.

This plan represents the best information available at the time of survey. WSP Surveys (BC) Limited Partnership and its employees take no responsibility for the location of any underground conduits, pipes, or other facilities whether shown on or omitted from this plan. All underground installations should be located by the respective authorities prior to construction.

P.I.D.: 025-759-213
 Legal Description: Lot A, District Lots 135 and 136 Part of the Bed of Victoria Harbour Victoria District Plan EPP25384.
 Civic Address: 2800 Bridge Street, Victoria, BC
 Site Area: 0.867 ha
 Total Building Area within Lot 2 Plan EPP25384 = 0.236 ha
 Note: Building Heights taken from client's provided DWG 307073-0204-Survey

Rev. #	Date

wsp
 WSP Canada Inc.
 281-2888 Victoria Avenue, Victoria, BC V8W 2P9
 T: 250-383-9111 www.wsp.ca

RALMAX GROUP HOLDINGS LTD.

2800 BRIDGE STREET SITE PLAN Sheet 1 of 2

DESIGN	DATE	SCALE	REVISION	BY
	2018-06-07	A2		

181-01863-00-001-00-MTPSI001-R1



NOT FOR CONSTRUCTION, PERMITTING, OR REGULATORY APPROVAL.

PROPOSED MATERIAL STORAGE RECLAIM SYSTEM
 2800 BRIDGE ST
 VICTORIA, BC - CANADA

TRIO READY-MIX

DATE: 30 MAR 2020

DRAWN BY: JAH
 CHECKED BY: RD
 PROJECT NO: TRIO-PROPOSED
 REVISIONS:

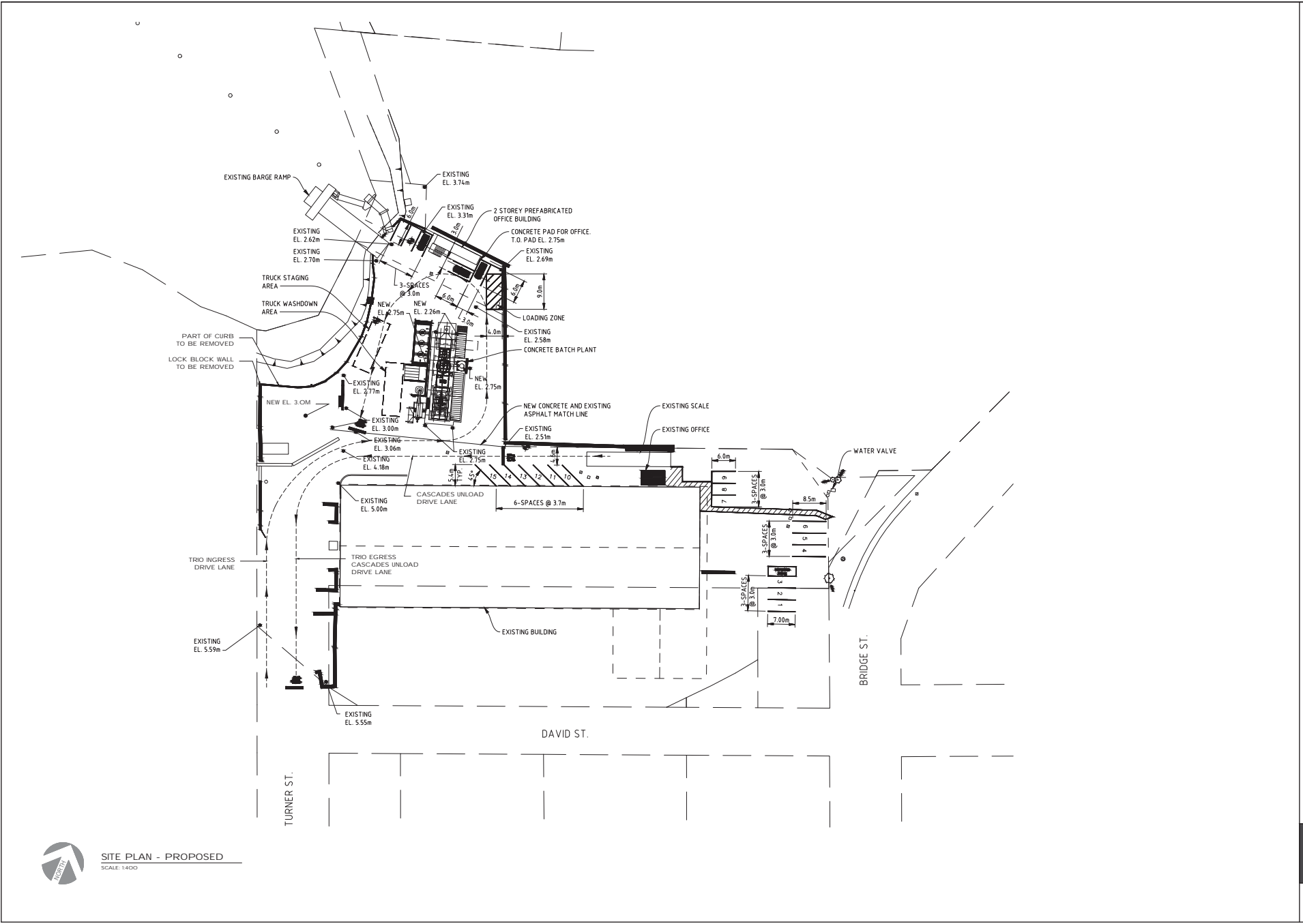
Rev. #	Date

SHEET TITLE: SITE SURVEY



G-1.1

Rev #	Date




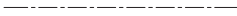
SITE PLAN - PROPOSED
SCALE: 1:400

ALL RIGHTS RESERVED BY PA-PO INDUSTRIAL SYSTEMS. THIS DRAWING IN DESIGN AND DETAILS IS THE PROPERTY OF PA-PO AND MUST NOT BE USED EXCEPT IN CONNECTION WITH WORK BY PA-PO. ALL RIGHTS OF DESIGN OR INVENTION ARE RESERVED. DIMENSIONS AS INDICATED.

Rev #	Date

PROJECT INFORMATION TABLE		
	ZONE STANDARD	PROPOSAL - IF DIFFERENT FROM ZONE STANDARD
ZONE	M-3	-
SITE AREA (m ²)	8,670	-
TOTAL FLOOR AREA (m ²)	2,423	-
FLOOR SPACE RATIO	0.28	-
SITE COVERAGE %	32	-
OPEN SITE SPACE %	68	-
HEIGHT	15.0m	34.83m
NUMBER OF STOREYS (OFFICE)	2	-
PARKING STALLS (NUMBER) ON SITE	14	18
BICYCLE PARKING NUMBER (STORAGE AND RACK)	N/A	-
FRONT YARD	N/A	-
REAR YARD	0m	-
SIDE YARD (WEST)	0m	-
SIDE YARD (EAST)	6.9m	-
RESIDENTIAL UNITS	0	-

Legend

-  proposed
-  property line
-  truck drive lanes

NOTE:
FOR PARKING ACCESS AND DIMENSIONS SEE G-1.3

PROPOSED

1. barge unload conveyor
2. conveyor lift frame
3. bucket elevator #1
4. aggregate loading conveyor
5. aggregate tower

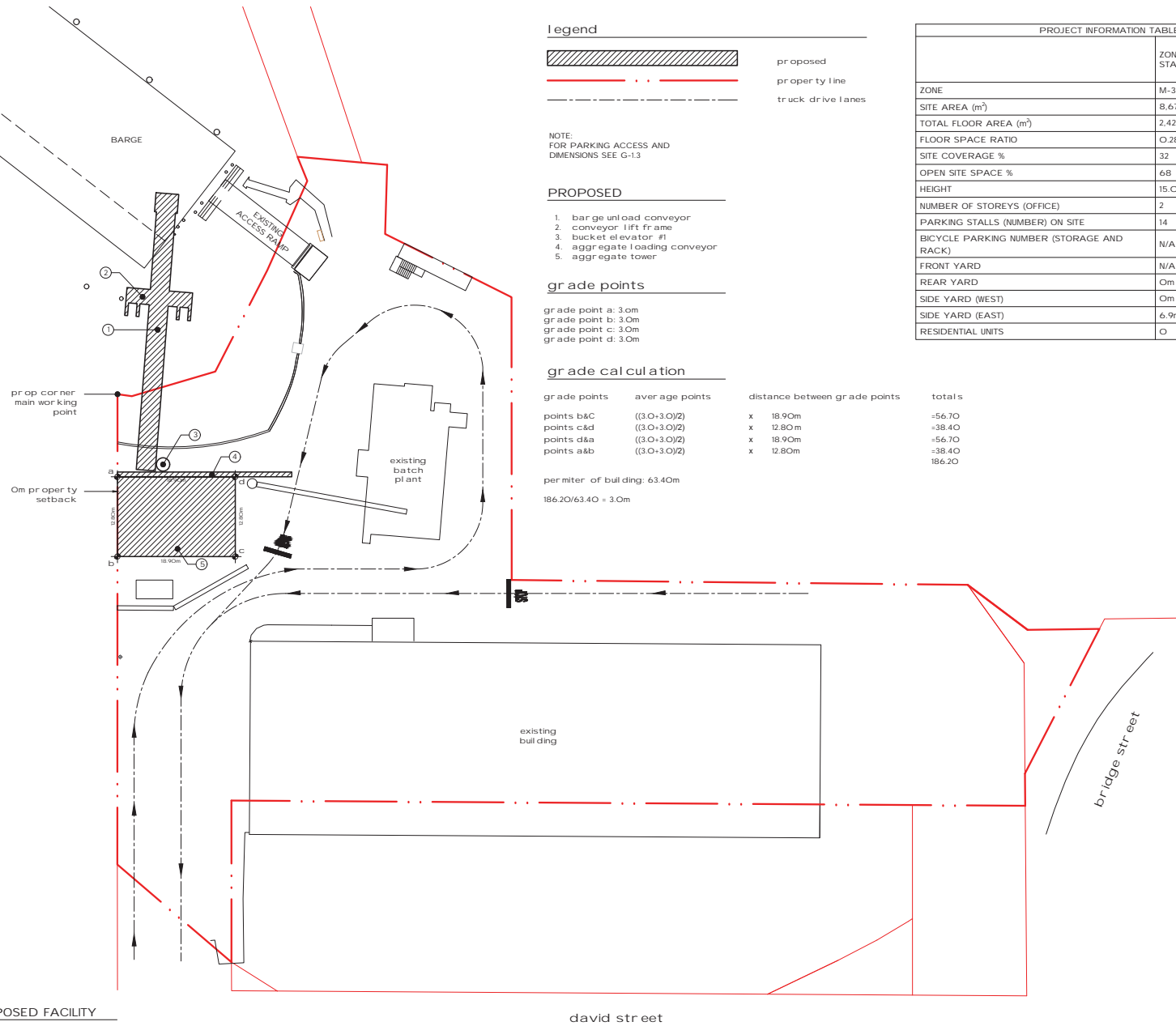
grade points

- grade point a: 3.0m
- grade point b: 3.0m
- grade point c: 3.0m
- grade point d: 3.0m

grade calculation

grade points	average points	distance between grade points	totals
points b&c	((3.0+3.0)/2)	x 18.90m	=56.70
points c&d	((3.0+3.0)/2)	x 12.80m	=38.40
points d&a	((3.0+3.0)/2)	x 18.90m	=56.70
points a&b	((3.0+3.0)/2)	x 12.80m	=38.40
			186.20

per meter of building: 63.40m
186.20/63.40 = 3.0m



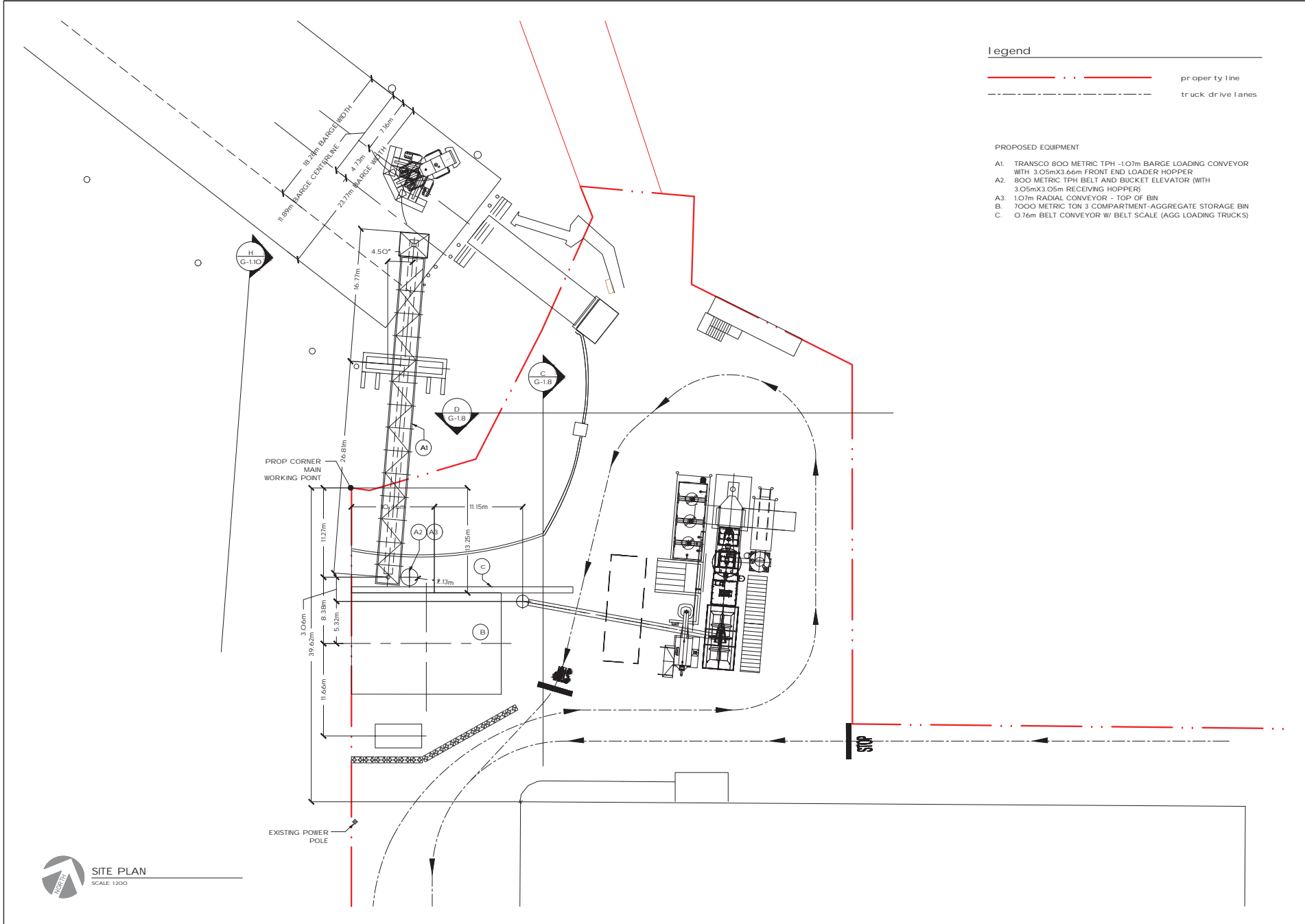
Rev #	Date

Legend

-  property line
-  truck drive lanes

PROPOSED EQUIPMENT

- A1: TRANSCO 800 METRIC TPH -1.07m BARGE LOADING CONVEYOR WITH 3.05mX3.66m FRONT END LOADER HOPPER
- A2: 800 METRIC TPH BELT AND BUCKET ELEVATOR (WITH 3.05mX3.05m RECEIVING HOPPER)
- A3: 1.07m RADIAL CONVEYOR - TOP OF BIN
- B: 7000 METRIC TON 3 COMPARTMENT-AGGREGATE STORAGE BIN
- C: 0.76m BELT CONVEYOR W/ BELT SCALE (AGG LOADING TRUCKS)



PRELIM DESIGN LOAD DATA - MATERIAL AND STEEL WEIGHT ESTIMATE ONLY - FOR REVIEW
SEISMIC AND WIND LOADS NOT INCLUDED

POINT A - NW CORNER PROPERTY LINE - STARTING POINT
POINT B - CENTER OF 3.05mX3.05m RECEIVING HOPPER - DISCHARGE POINT OF BARGE UNLOADING CONVEYOR BEARING LOAD/COLUMN 35 KIPS - EIGHT (8) 25.4mm DIAMETER ANCHOR BOLTS (101.6mm PROJECTION) UPLIFT LOAD ON COLUMNS ON 1 AND 4 - 35,000#

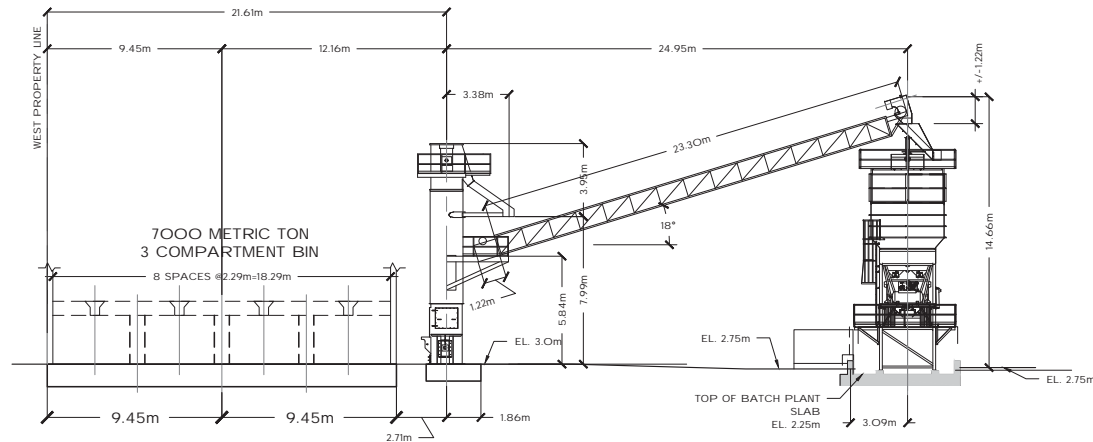
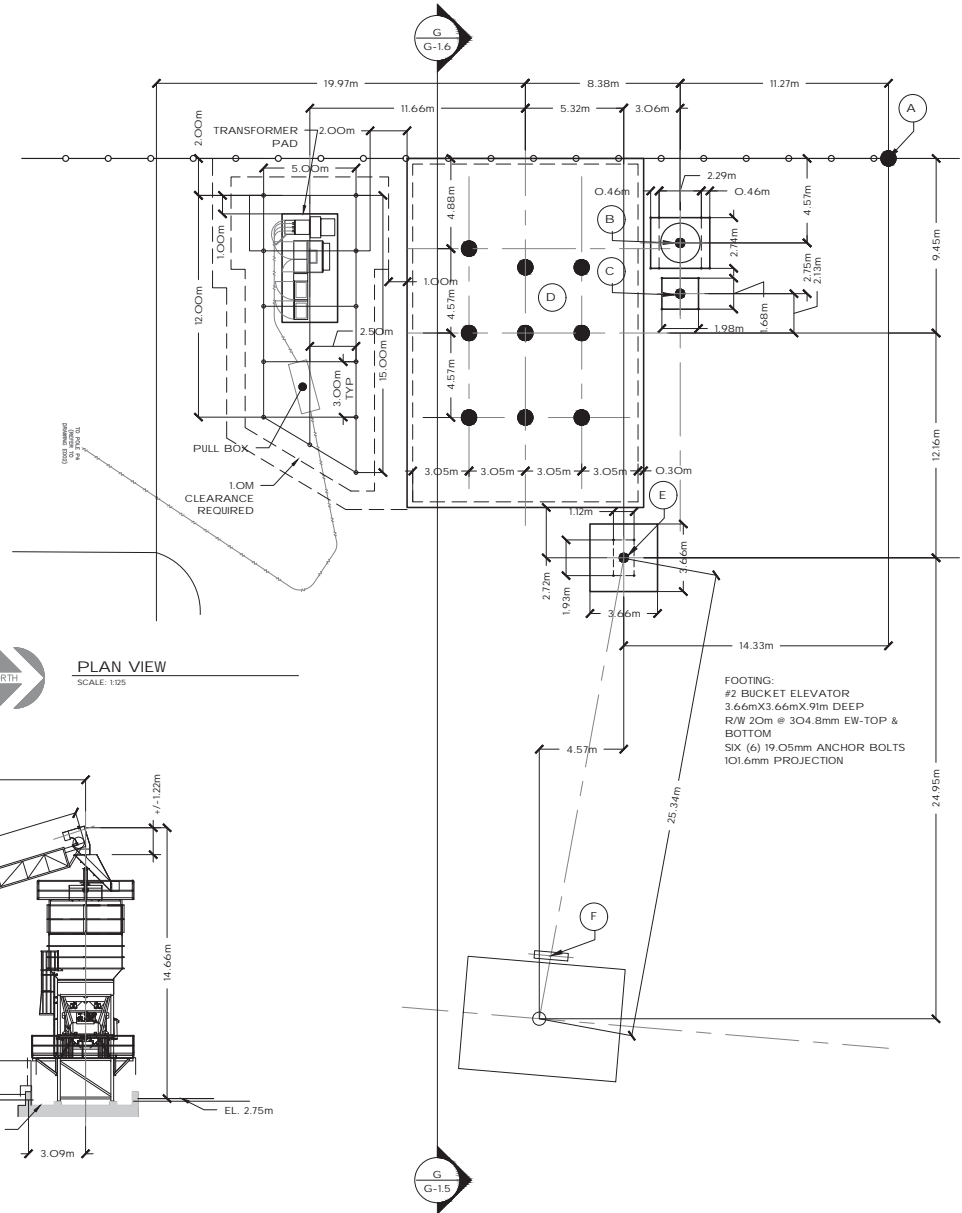
POINT C - 800 METRIC TON PER HOUR BUCKET ELEVATOR BEARING LOAD - 75 KIPS - FOUR (4) 38.1mm DIAMETER ANCHOR BOLTS (101.6mm PROJECTION) UPLIFT AND HORIZONTAL LOADS - NIL

POINT D - 7000 METRIC TON 3 COMPARTMENT LOAD OUT BIN BEARING LOAD - 16,100 KIPS (15,400,000# AGGREGATE + 700,000# STEEL) ANCHOR BOLTS - 19.05mm DIAMETER WITH 76.2mm PROJECTION - C/C TBD - FIELD DRILL AND EPOXY

POINT E - 400 METRIC TON PER HOUR BUCKET ELEVATOR BEARING LOAD - 40 KIPS

POINT F - HEAD SECTION SUPPORT FOR 7.6m TRANSFER CONVEYOR.

NOTE: TOP OF ALL CONCRETE FOOTINGS @ ELEVATION OF 3.0 METERS.



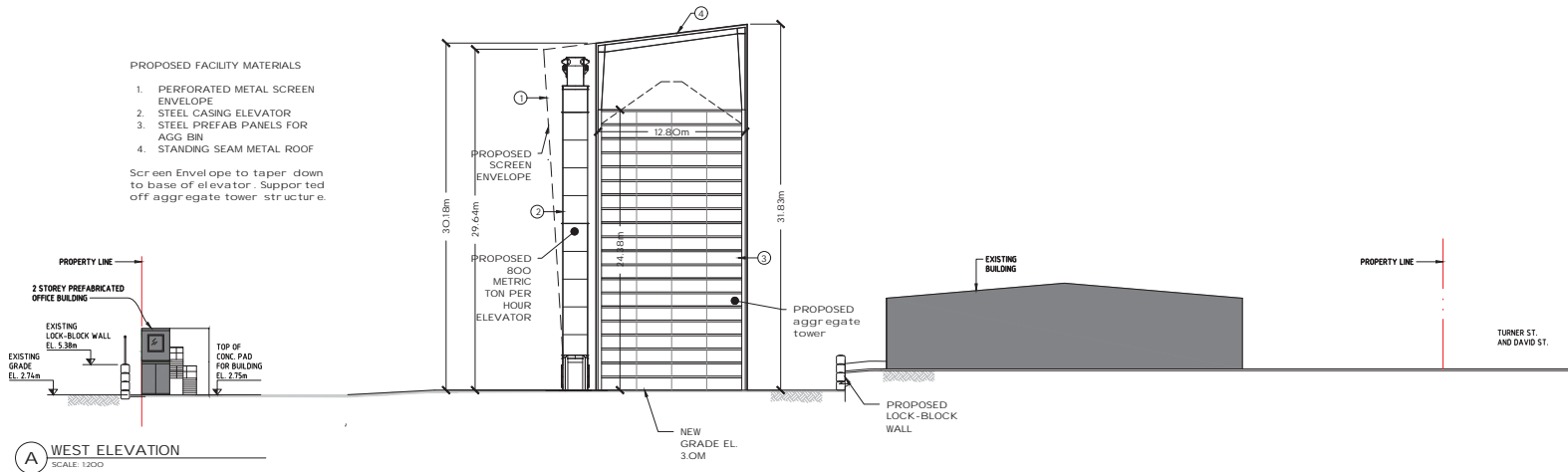
Rev #	Date

Rev #	Date

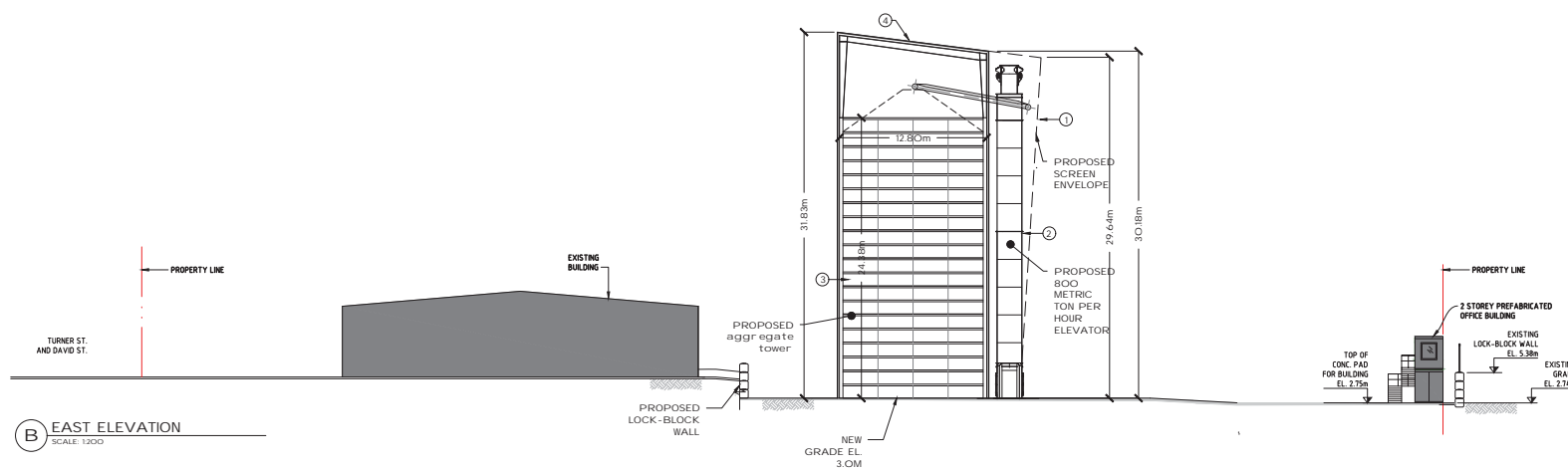
PROPOSED FACILITY MATERIALS

1. PERFORATED METAL SCREEN ENVELOPE
2. STEEL CASING ELEVATOR
3. STEEL PREFAB PANELS FOR AGG BIN
4. STANDING SEAM METAL ROOF

Screen Envelope to taper down to base of elevator. Supported off aggregate tower structure.

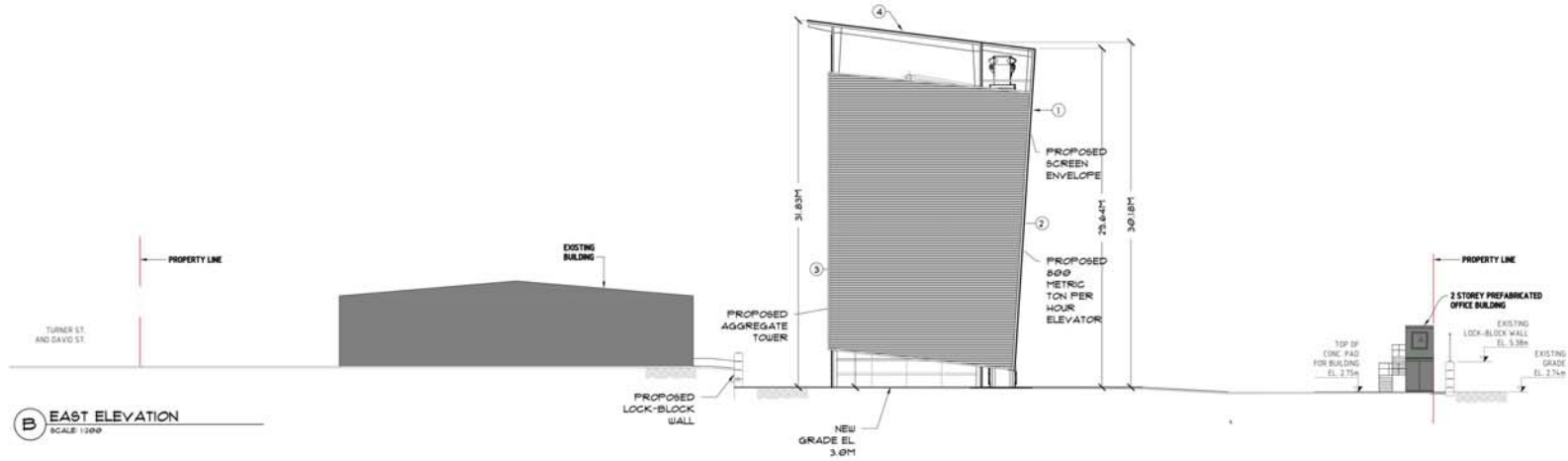
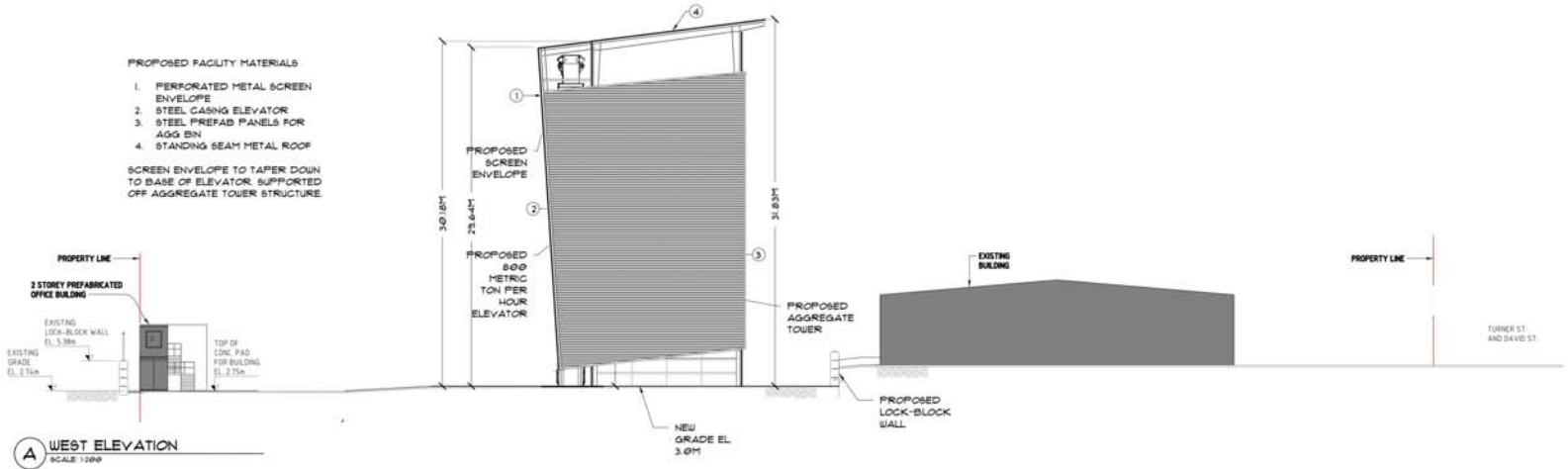


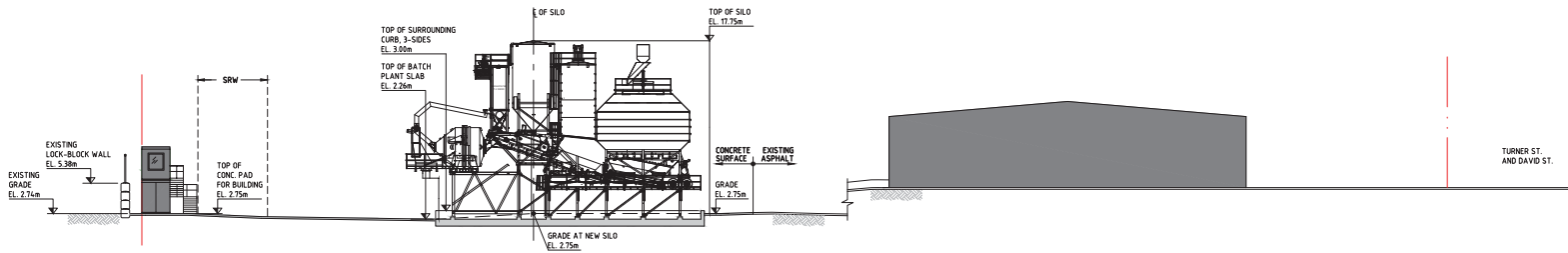
A WEST ELEVATION
SCALE: 1:200



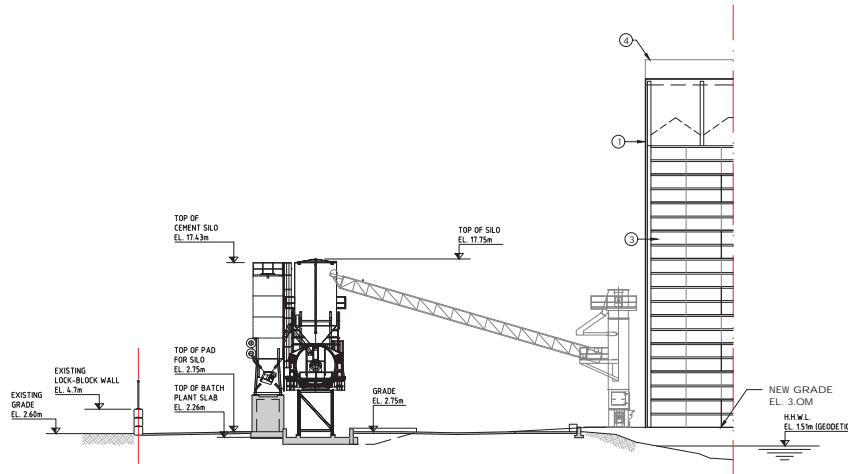
B EAST ELEVATION
SCALE: 1:200

- PROPOSED FACILITY MATERIALS**
1. PERFORATED METAL SCREEN ENVELOPE
 2. STEEL CASING ELEVATOR
 3. STEEL PREFAB PANELS FOR AGG BN
 4. STANDING SEAM METAL ROOF
- SCREEN ENVELOPE TO TAPER DOWN TO BASE OF ELEVATOR, SUPPORTED OFF AGGREGATE TOWER STRUCTURE





C BATCH PLANT
SCALE: 1:200

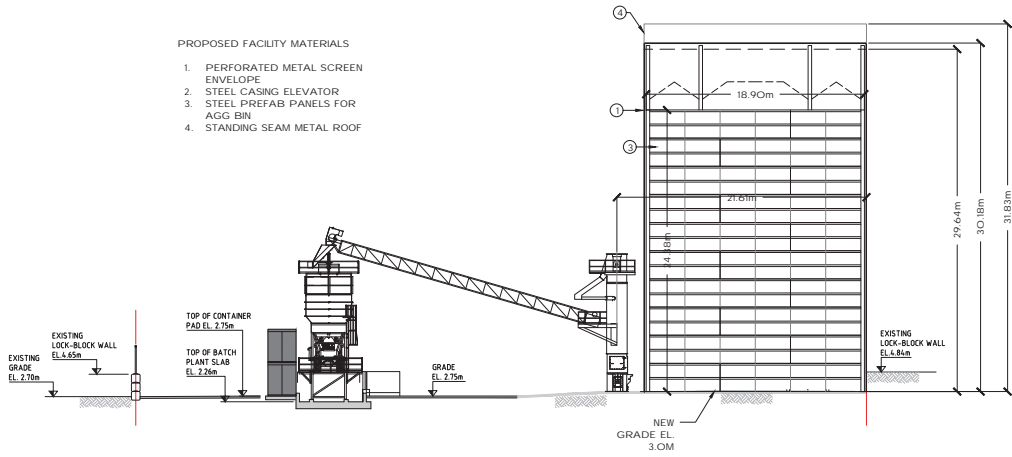


D NORTH ELEVATION
SCALE: 1:200

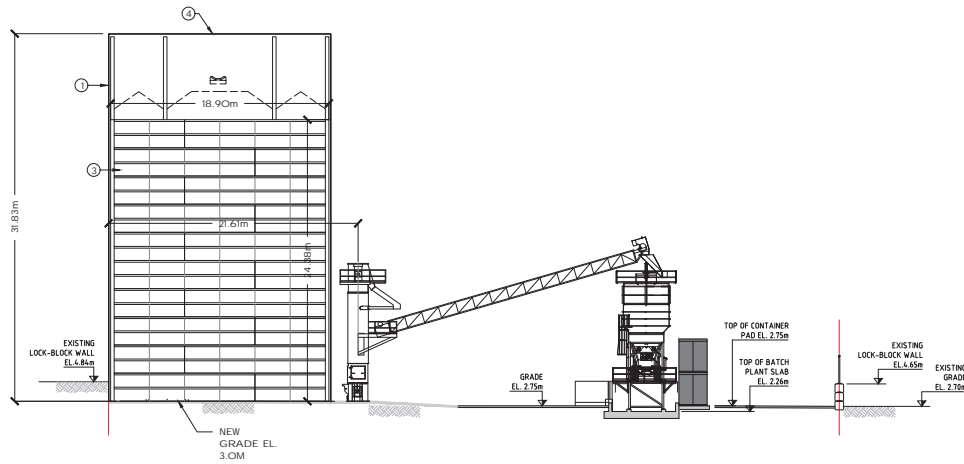
- PROPOSED FACILITY MATERIALS
1. PERFORATED METAL SCREEN ENVELOPE
 2. STEEL CASING ELEVATOR
 3. STEEL PREFAB PANELS FOR AGG BIN
 4. STANDING SEAM METAL ROOF

Rev #	Date

Rev #	Date



E NORTH ELEVATION
SCALE: 1200



F SOUTH ELEVATION
SCALE: 1200

NOT FOR
CONSTRUCTION OR
REGULATORY
APPROVAL

PROPOSED MATERIAL STORAGE
RECLAIM SYSTEM
2800 BRIDGE ST
VICTORIA, BC - CANADA

TRIO READY-MIX

DATE:
30 MAR 2020

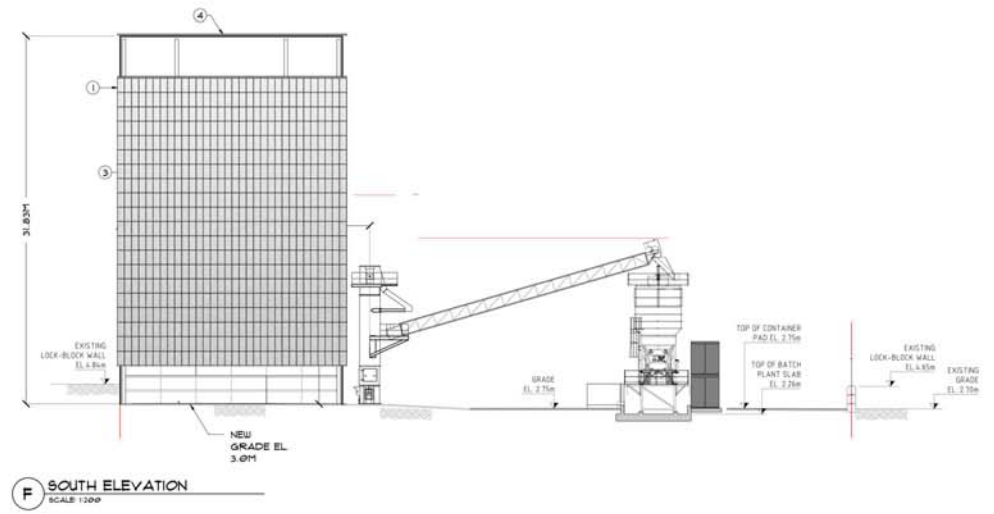
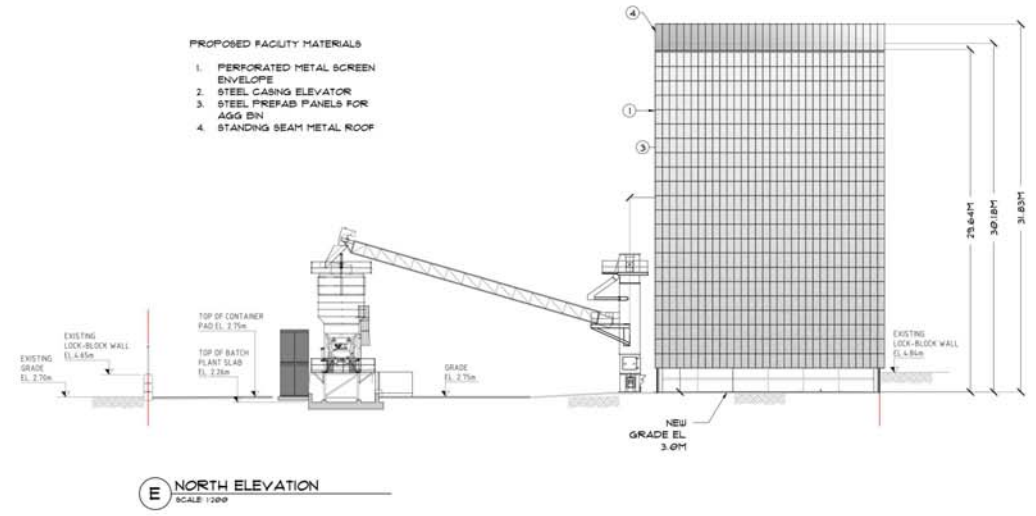
DRAWN BY: JAH
CHECKED BY: PGL
PROJECT NO: TRIO-18-0001

Rev #	Date

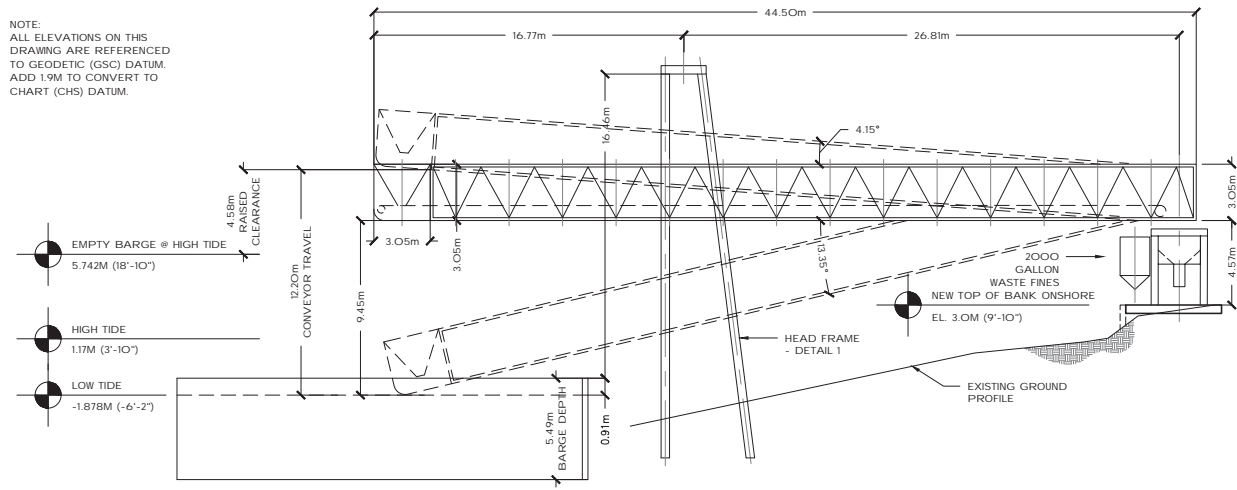
SHEET TITLE:
SITE ELEVATIONS

G

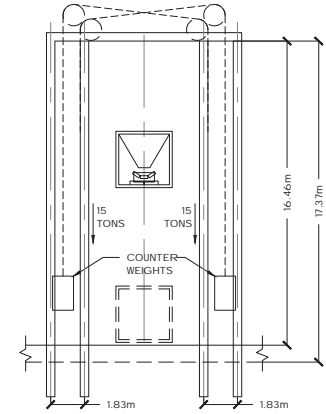
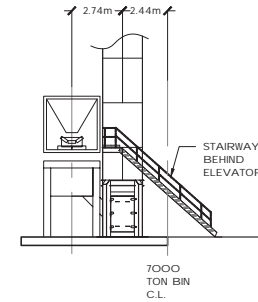
G-1.9



NOTE:
ALL ELEVATIONS ON THIS
DRAWING ARE REFERENCED
TO GEODETIC (GSC) DATUM.
ADD 1.9M TO CONVERT TO
CHART (CHS) DATUM.

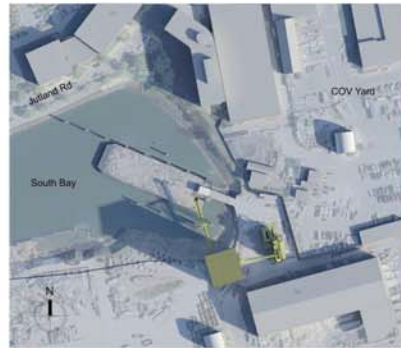


H LIFT CONVEYOR ELEVATION
SCALE: 1:25

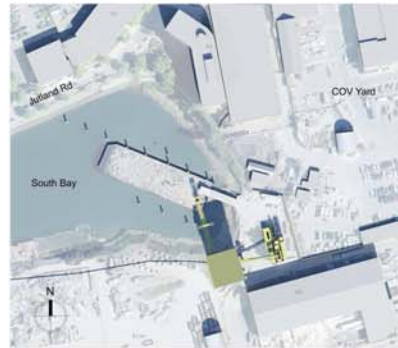


1 HEAD FRAME
SCALE: 1:25

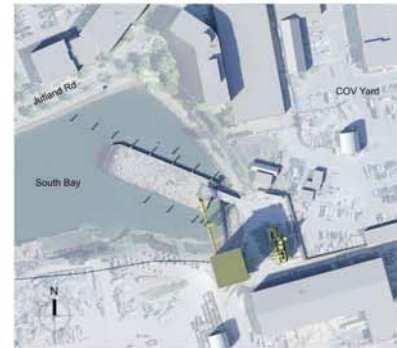
Rev #	Date



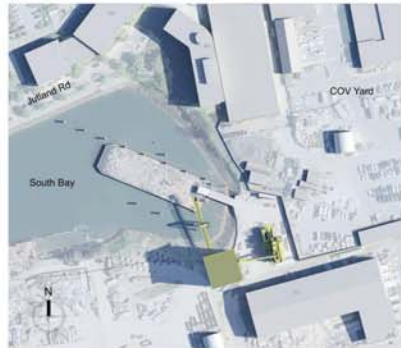
March 20 / Sept 22 9:00AM



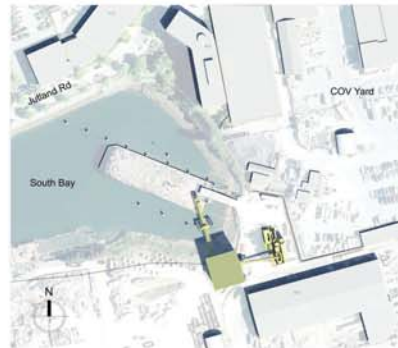
March 20 / Sept 22 12 Noon



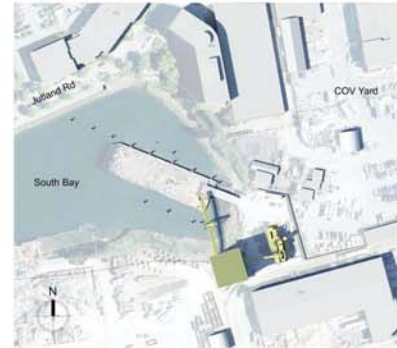
March 20 / Sept 22 3:00PM



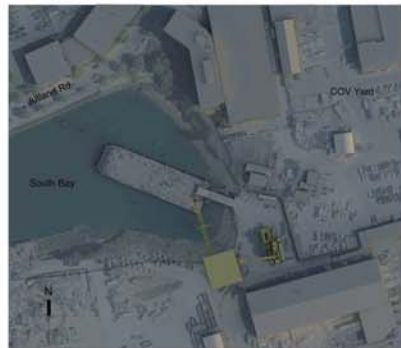
June 21 9:00AM



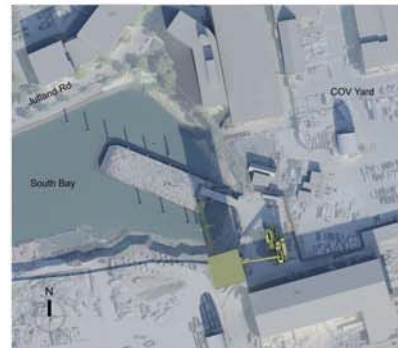
June 21 12 Noon



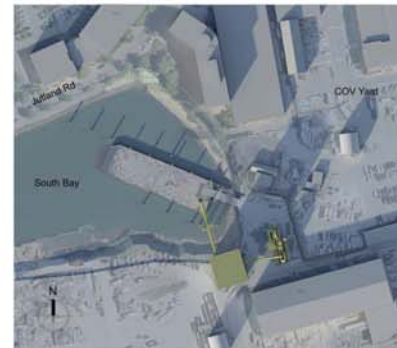
June 21 3:00PM



December 21 9:00AM



December 21 12 Noon



December 21 3:00PM

Shadow Studies

Rev. #	Date

TRIO READY-MIX

A RALMAX COMPANY

1020 Hallowell Road
Esquimalt, BC V9A 7B6
250-385-1020
info@trioreadymix.com
trioreadymix.com

Mayor and Council
City of Victoria
One Centennial Square
Victoria, BC V8W 1P6
Canada

February 7, 2020

Dear Mayor Helps and Members of Council:

RE: Development Variance Permit Application/TRIO Ready-Mix Concrete Raw Materials Storage Facility
2800 Bridge Street

PROJECT CONTEXT

The property at 2800 is located in the Rock Bay neighbourhood and is recognized in the Official Community Plan (2012) and in the Burnside Gorge Neighbourhood Plan (2017) as 'the City's primary industrial land area.'

Excerpts from the 2017 Burnside Gorge Neighbourhood Plan:

The industrial and general employment land in the Rock Bay area is Victoria's primary reserve of land for businesses engaged in the production, distribution and repair of goods and equipment. It contains 20% of the City's jobs and constitutes 12.5% of the City's (and 80% of Burnside Gorge's) tax base. This land will be increasingly in short supply in our region, according to projections from the Capital Regional District. This district comprises two distinct uses: heavier industries dependent on access to the Upper Harbour, and a diverse district of small businesses related to sectors such as design, artisan production, service, high tech, food and beverage production including breweries, and construction. A variety of businesses are drawn to the areas affordable rents and eclectic character. Central to workforce, customers and work sites and adjacent to downtown, it is an ideal location for companies that cluster here. These businesses provide often well-paying jobs outside of the tourism, government and professional services sectors found downtown, while supporting the broader economy. Protecting and enhancing these lands is a key concern. At the same time, many of the area's buildings do not meet the needs of new businesses, and

RALMAX GROUP OF COMPANIES

POINT HOPE
MARITIME

UNITED
ENGINEERING

TRIO
READY-MIX

CHEW
CONTRACTING

ELLICE
RECYCLE

SALISH SEA
INDUSTRIAL SERVICES

NIXON BROS.
TRUCK REPAIR

reinvestment is needed for to attract and retain businesses. In 2009, the CRD estimated that our region will need an additional 156 acres of industrial land within the core municipalities of Victoria, Saanich, Esquimalt and Oak Bay, providing space for an additional 2,893 employees. Translated into floor area, this equals approximately 1,560,000 sq. feet of floor area developed at 0.23 Floor Space Ratio (FSR).

One of the main goals identified in the Burnside Gorge Neighbourhood Plan: Protect and Enhance Industry

Industry is an important part of Burnside Gorge neighbourhood, as well as for the health of the City and regional economy and tax base. Industrial uses should be protected and updated to reflect today's needs and uses.

The industrial areas in Burnside Gorge are retained. "Industry first" is the guiding principle for future land use, leading to a vibrant mix of producers, artisans, designers and related professions, without displacing industrial uses. Policies include: maintain areas for heavy and harbour-oriented industry near the waterfront; designate the remainder of the Rock Bay area as Industrial Employment lands where the principle of "Industry First" is applied – ground floors of new buildings should be developed as light industrial spaces, with general commercial uses permitted only on upper storeys; designate two Industrial Arts areas, on Bridge Street and south of Pembroke Street, where a few additional uses – such as galleries and limited additional allowances for sales and/or services – would be allowed to connect artisans and producers with regional customers, and to provide day-to-day services to area employees.

The Ralmax Group, owner of Ralmax Properties Ltd, the applicant and parent company of TRIO Ready-Mix (TRIO), are champions of innovation and responsible industry on Victoria's upper harbour. This Development Variance Permit is for a raw materials receiving and storage facility (silo) to be erected adjacent to the existing TRIO concrete plant. Our application responds to the Burnside Gorge Neighbourhood Plan's call to update industrial practices that reflect today's needs and uses; it carefully considers the social, environmental and economic opportunities for the neighbourhood and the city. Through investments in the latest technology, facility design, and changing the way materials are shipped, *"TRIO's plant will set the standard for low-impact concrete production raising the bar and showcasing innovation in the industry."* (Synergy Enterprises, October 2019). Nineteen workers earning wages that sustain households will be employed at the new facility.

The strategic introduction of a storage silo enables barge access that will improve upon traffic flow in the area and reduce ground transportation and associated fuel and emissions. While more detail is included in this application summary, key environmental sustainability features include:

- Reduced land footprint through use of the silo **responds to short supply of employment lands*
- Waterfront access significantly reduces ground transportation requirements and associated fuel and emissions requirements

- Stormwater capture, treatment and re-use
- New reclaimer equipment that allows for recycling of waste concrete
- Lower carbon concrete through use of Carbon cure technology
- Shoreline rehabilitation with EConcrete blocks
- State-of-the-art emissions controls with a 'zero-discharge' goal from the owner (dust and noise abatement)

To achieve the full complement of these important environmental and community benefits, a height variance to accommodate the silo is necessary.

PROJECT DESCRIPTION

Our application refers to a parcel of marine industrial land that is 8,670m² upon which a modern concrete batch plant is located. It is zoned M-3 and has no residential adjacencies. The Development Variance Permit application is for a materials receiving and storage facility (silo) which would be built on approximately 300m² adjacent to the concrete batch plant.

This portion of the property is unoccupied and currently consists primarily of compacted road-base fill material and a roadside concrete barrier. At the property line and the edge of the protected migratory bird sanctuary area, a lock-block wall will be removed, along with concrete curb wall. The proposed silo will rise 31.8m to the high end of the single pitch roofline from an elevation above the harbour of 3m (see Drawing G-1.2 and G1.3). The application does require a height variance. Under M-3 zoning, a maximum height allowance is 15m. There is precedent in the area for this requested height variance. The Lafarge concrete plant on Bay Street, also zoned M-3, includes a silo that stands 29.4 m in height and its base resides 2m above our proposed silo.

The TRIO silo is designed to accommodate 8,000 tonnes of raw materials (sand and gravel) that would be delivered by barge via Victoria harbour to support the existing TRIO concrete plant. The desired silo would be serviced by barge thereby removing more than 2,500 heavy trucks (fuel and emissions reductions) from the roads per year and allow for optimal use of these employment lands that are in short supply in the city of Victoria and throughout the Capital Region (Synergy Enterprises report).

The proposed TRIO silo will utilize the existing barge ramp and water lot for receipt of materials that the TRIO batch plant utilizes. The TRIO silo will also utilize the same BC Hydro transformer installation that services the existing batch plant. The design of the silo allows for dust-control and sound-abatement for barge-delivered raw materials.

Our application considers the following:

Design

The design of the TRIO receiving and storage facility (silo) is innovative and world-class with emphasis placed on optimizing functionality and minimizing impacts on the environment and neighbourhood. The design emulates numerous silos worldwide that enhance the visual interest of the industrial landscape with façades to soften the impact on their surroundings. Waterfront developments require specific considerations for weathering and maintenance. TRIO's silo design utilizes powder coating and galvanizing of perforated metal siding screens and fabric covers for aesthetics on this waterfront design. Through discussions with representatives from the Burnside Gorge Community Association (BGCA), we heard support for investments in new technologies that better protect the environment. We also heard support for the opportunity to integrate a visually interesting industrial skyline into the neighbourhood. Incorporating early feedback, we have selected a LED lighting system consisting of 3,400 individually controlled LED lights on the North wall of the silo behind the perforated metal screen. This system is designed by Limbic Media, a Victoria company that specializes in high-tech interactive art light installations for public spaces. The light-art treatment on the silo allows for flexible timing and color treatments (similar to BC Place stadium).

For information, the plant's moving machinery, truck traffic and raw materials storage are not visible from the harbour and waterfront road and noise abatement is a design priority. The terminal runs at below 50db and truck engines are off while at the facility.

Street Interface

Street access to the TRIO silo will share the same entry with the TRIO Ready-Mix plant, off David Street at the existing crossing at Turner Street. The TRIO plant is beyond the rise and turn in the road. It is anticipated that the TRIO silo will share the TRIO Ready-Mix David Street address.

While the logic of replacing heavy trucks with marine transportation is strong, **TRIO engaged a third-party consultant to undertake a traffic impact study (attached)**. The results indicate that the introduction of the silo improves traffic performance. This is simply a reflection of the road traffic reductions due to barge transport of raw materials.

Environmental Leadership

Responsible industrial practices are of paramount importance to the Ralmax Group, owners of TRIO Ready-Mix. **TRIO engaged a third-party consultant to undertake a Sustainability Assessment of their business (attached)**. This new ready-mix operation (silo and plant) changes the way materials are shipped and the way concrete is mixed. The proposed silo and plant operations enables TRIO to save over 2,000 tonnes of carbon equivalent per year.

- **Air Quality** – The TRIO silo and plant will employ state-of-the-art emissions controls with a ‘zero-discharge’ goal from the owner (Ralmax Group). The receiving and storage facility will have oversized air filtering and the silo is designed to contain any errant dust and arrest any possible dust output. The facility will be equipped with air quality alarms on a programmable logic controller to ensure compliance with all the designed dust containment and zero-discharge initiatives.
- **Harbour Water Quality** – The TRIO silo provides an improvement over current possibilities of raw material deposits being carried to the harbour by wind and rainfall. All surface and structure/roofline runoff water is directed away from the waterfront.

The Victoria Harbour Migratory Bird Sanctuary along with the salt water marsh will be preserved and protected with no water or contaminants discharged to this area. Working in partnership with Jacque Sirois (Friends of Victoria Harbour Migratory Bird Sanctuary) two eagle perches are included in the design, an osprey nest has been installed and wood is currently being milled for Purple Martin nesting boxes to be installed in spring 2020.

- **Surface Water Management** – The TRIO Ready-Mix operation (silo and plant) will collect rainwater from approximately 1,000 square metres of area and direct the surface water to the batch plant where it is collected for the purposes of concrete production and recycling and treatment operations.
- **Process Water** – There is no process water created, used or contained within the proposed TRIO silo.
- **Carbon Cure technology** – The TRIO plant produces lower carbon concrete to meet local demands – work that includes: street repair and maintenance, new road and highway construction, sidewalks, bike lanes, bridges, housing developments, etc.
- **Landscape** – The TRIO silo will not affect any existing trees.
- **Noise** – The Trio silo is sound-abated with minimal noise outside of its enclosures (<50db). The facility utilizes electric prime movers and electric over pneumatic actuation in its reclaiming of aggregate and bulk powder storage. All compressed air exhaust is silenced, and compressor machinery is fully enclosed and sound abated.

CONCLUSION

The proposed TRIO silo and concrete plant will be a state-of-the-art facility offering exemplary waterfront terminus industrial architecture. It will be built to exceed all environmental and safety standards serving as a showcase for responsible industry. It will add visual interest in this area of the

Victoria Harbour and provide strategic support to local businesses and civil development for many decades to come. The addition of the new silo will also result in an increase in tax contribution.

In summary, this responsible industrial Development Variance Permit application meets the following Strategic Goals of the City of Victoria:

Meeting the Strategic Goals of the City of Victoria	
Good Governance and Civic Engagement	<p>Community engagement and outreach plans include:</p> <ul style="list-style-type: none"> • Public tours of the batch plant planned March - June 2020 • Presentations to: <ul style="list-style-type: none"> Burnside Gorge Community Association; Vic West Community Association harbour committee; Victoria Esquimalt Harbour Society; GVHA Board of Directors; Harbourside Rotary Club.
Reconciliation and Indigenous Relations	<p>Salish Sea Industrial Services Ltd is owned jointly by the Songhees and Esquimalt Nations in partnership with TRIO's parent company, Ralmax. This partnership includes an Indigenous Employment Program that provides work experience and training opportunities for Indigenous workers across all Ralmax companies including TRIO.</p>
<p>Prosperity and Economic Inclusion</p> <p>There is growing recognition of the vital role that industry plays in sustaining a healthy, diversified economy. These are the City's employment lands and they are in short supply. Industrial lands spawn a vibrant supply chain of hundreds of local businesses that fuel more jobs for households and contribute important taxation that in turn help support the quality of life for all residents.</p>	<p>Employment lands are job-creating lands and Union wages contribute to the financial sustainability of households. TRIO Ready-Mix will create employment for 19 direct employees and 10 contractors. This plant sets a new industry standard for responsible business practices.</p> <p>Concrete is a high demand resource that is the foundation to the local and regional transportation network, construction industry and all infrastructure projects.</p> <p>Profits from TRIO Ready-Mix are reinvested in the company, in the employees and in the community.</p> <p>The Ralmax Group, owners of TRIO Ready-Mix responds generously to the needs of the local community. The General Managers of their industrial businesses assist with the cash distribution of more than \$200,000/year in local community initiatives.</p>
Health, Well-Being and a Welcoming City	<p>The Ralmax Group, parent company of TRIO Ready-Mix, has been investing the restoration of the health of the Salish Sea and Victoria's upper harbour for several decades through partnerships with local champions including Veins of Life Society and Peninsula Streams Society. This application has many environmental features and benefits which improve and protect the harbour. (Synergy report)</p> <p>The plant will have state-of-the-art emissions controls with a 'zero-</p>

	<p>discharge' policy and a zero-waste goal.</p> <p>The silo will also introduce new visual interest on the industrial skyline.</p>
<p>Climate Leadership and Environmental Stewardship</p> <p><i>By introducing more intense uses of industrial harbour lands, we create opportunities to make viable investments in new technologies that better protect the environment while creating industrial viewsapes that are visually interesting and integrated into the cultural spaces of our neighbourhoods.</i></p>	<p>TRIO receiving and storage facility (silo):</p> <ul style="list-style-type: none"> • optimizes the limited amount of employment lands through responsible design and densification (reduced footprint) • Carbon Cure technology • New reclaimer equipment allows for recycling and reuse of waste concrete materials • Captures stormwater for concrete production, treatment and recycling purposes (prevents run-off of water into the harbour) • Barge access reduces ground transportation and associated GHG emissions and fuel use; • Introduction of new bird habitat through collaboration with Friends of Victoria Harbour Migratory Bird Sanctuary • Third party review of environmental practices: Synergy Enterprise report (attachment) • Storage enclosures allow for noise and dust abatement
<p>Sustainable Transportation</p>	<p>Barge access will remove more than 2,500 heavy trucks from the roads per year (reductions in emissions, fuel and wear and tear on the roadway)</p> <p>Traffic improvements in the neighbourhood resulting from barge access. (Traffic Impact study)</p>

Thank you for your thoughtful consideration of our application. Council's leadership in approving our application will set the new standard for low-impact concrete production raising the bar and showcasing innovation in the industry. Should any further information be required, please contact me directly.

Respectfully,

Stephen Hay
 General Manager
 Cell: 250 686 2943

Attachments:

Synergy Enterprises – TRIO Sustainability Assessment
 TRIO Aggregate Silo – Traffic Impact Study

Sustainability Assessment



TRIO
READY-MIX

Concrete Plant at 2800 Bridge St.

Prepared For	Trio Ready-Mix
Name	Stephen Hay
Title	General Manager

Completed By	Heidi Grantner & Jill Doucette
Email	heidi@synergyenterprises.ca
Completed	24/9/2019

synergy 

Executive Summary

Trio Ready-Mix is constructing a new concrete plant at 2800 Bridge St. in the Rock Bay neighbourhood of Victoria. Cement, a key component of ready-mix concrete, is responsible for 7% of global man-made greenhouse gas emissions, making it the world's second largest industrial source of carbon dioxide, according to the International Energy Agency. Trio's move to a new site provides an opportunity to rethink and redesign the way ready-mix concrete is produced, and the company is implementing the latest technology that will reduce the environmental impact of their operations and products.

Synergy has conducted a review of operations at both the existing plant and the new, and has calculated the potential impact of the environmental initiatives at the new Trio site. This report summarizes the carbon, fuel, water and waste savings that will be realized each year the new plant is in operation. In total, Trio's new site is estimated to save over 2,000 tonnes of carbon equivalent (tCO₂e). The analysis is broken down into sections that mirror the way ready-mix is produced, first examining changes to raw materials, then fuel and energy savings from more efficient transportation & storage. The impact of an improved layout and new equipment on production has been measured, as well as the material savings from recycling & reusing waste concrete using a reclamation system.

Trio's plant will set the standard for low-impact concrete production, raising the bar and showcasing innovation in the industry.

	Existing	New	Savings	Savings (%)
Embedded Carbon (tCO ₂ e)	14,029	11,994	2,034	14.5%
Fuel for Transport (L)	93,243	8,957	84,286	90.4%
Total Water Use (L)	6,396,000	5,295,943	1,100,057	17.2%
Waste Concrete (mt)	8,930	857	8,073	90.4%

Table 1: Summary - Sustainability Assessment

Key Sustainability Features at New Site



Reduced land footprint through use of silos



New reclaimer equipment allows for recycling of waste concrete



Stormwater capture, treatment & re-use



Lower carbon concrete through use of Carbon Cure™ technology



Waterfront access reduces ground transportation and associated fuel and emissions



Shoreline rehabilitation with EConcrete Blocks (pending approval)



166,020

Sqft Smaller



3,047

Fewer Trips



8,073

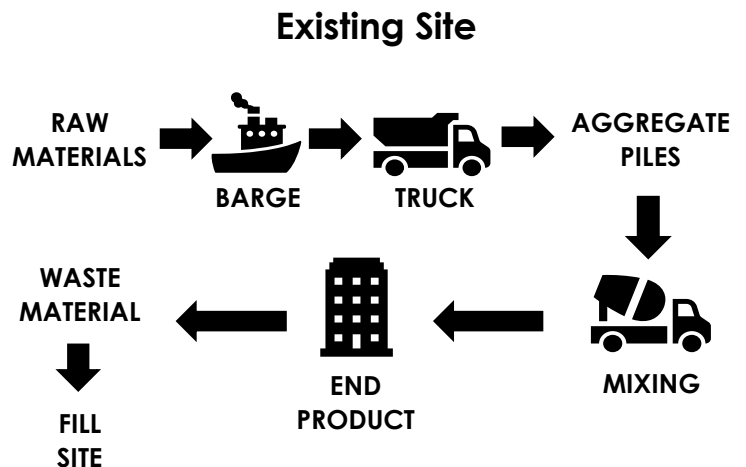
Less Waste (mt)



2,348

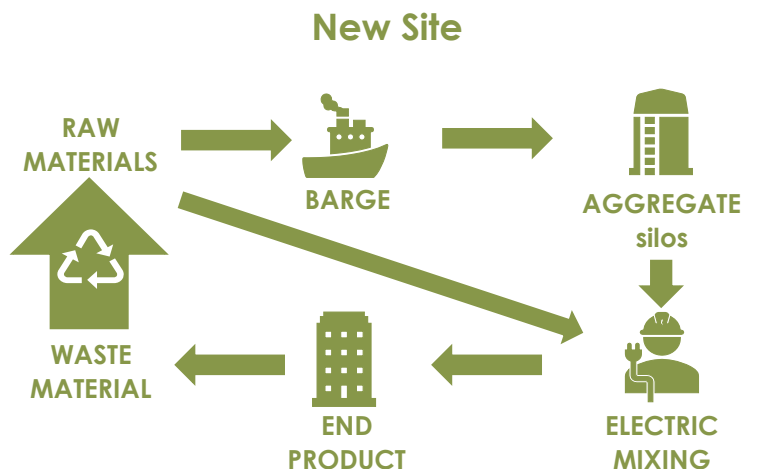
Less tCO₂e

Process Overview



The existing site, located at 1020 Hallowell Rd in Esquimalt, is a conventional concrete ready-mix plant. Raw materials, including sand, aggregate, cement and fly ash are barged from the mainland and trucked to the site. Raw materials are stored in open-air piles around the site; aggregate is regularly sprayed with water to keep the dust down and the material cool. Batches of concrete are mixed in the drums of concrete trucks running at their max rpm for 15 minutes per batch. When waste concrete is returned from client construction sites, the material is poured into pre-cast blocks or laid on the ground in strips where it hardens before being crushed and used for road fill.

**"The entire process will change when we move from the old site to the new. The way we ship our materials, how we use water, the way we deal with waste concrete... It will be totally different."
- Stephen Hay, Trio General Manager**



The new site in Rock Bay is located on the Gorge Waterway. The direct barge access avoids shipping raw materials by truck, reducing fuel and associated emissions. Electric pumps and conveyor belts move raw materials from the barge directly into silos, where they are kept cool. A new Central Mixing Unit mixes the concrete more efficiently, and Carbon Cure™ technology reduces the amount of cement in each batch, which in turn reduces embedded emissions. Finally, a reclaimer processes waste concrete and recycles it for use in new batches. This reduces raw materials and saves water.

Raw Materials

Carbon Cure™

The new plant will allow Trio to use different raw materials and newer, more environmentally friendly techniques to make concrete. First, it will use injections of Carbon Cure's™ liquid (recycled) CO₂, which reduces the amount of cement needed per ton of concrete produced. Cement is a crucial ingredient in any concrete mix, acting as the glue that holds it together. It is also the ingredient that has the largest embedded carbon footprint. Making cement requires superheating calcium carbonate, or limestone, which releases carbon dioxide into the atmosphere. Reducing cement use directly reduces emissions.

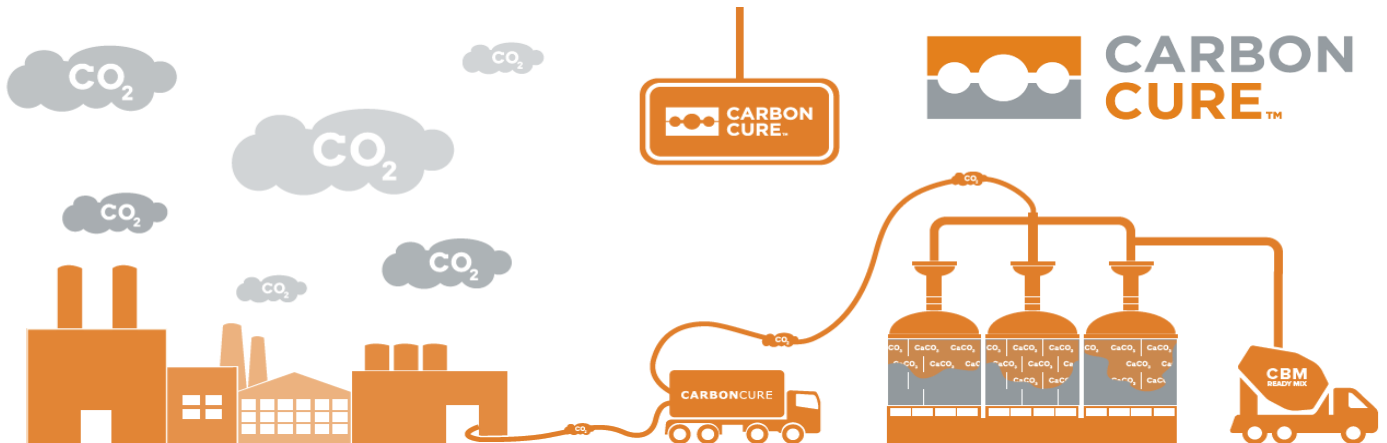


Image courtesy of Carbon Cure™

	Traditional	With Carbon Cure	Savings
Cement / Yr (mt)	14,924	14,178	746

Portland Limestone Cement

In addition to using less cement, the new Trio plant will use a better kind of cement. The company will transition to General Use Limestone (GUL) cement, which is 10% less carbon intensive than General Use (GU) cement due to added limestone. This change is expected to save 1,403 tonnes of CO₂e per year, based on Trio's yearly volume.

	tCO ₂ e / ton	tCO ₂ e / Year
GU Cement	0.94	14,029
GUL Cement	0.85	12,626
Savings	9.4%	1,403



Image courtesy of Canadian Consulting Engineer.com.



-5%

less cement



-746

less cement (mt)



-9.4%

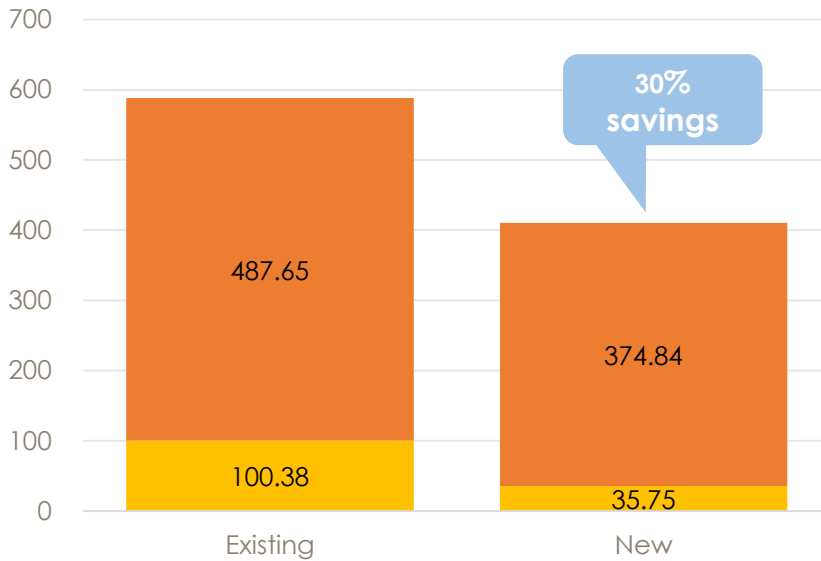
tCO₂e / ton

tCO₂e Savings/Yr

2,034

Transportation & Storage

Transportation & Storage (tCO₂e per year)




The site's waterfront location will allow raw materials such as cement and aggregate to be shipped directly to the site on a barge. This will save on diesel fuel and the resulting carbon emissions from trucking raw materials, which were previously barged to various locations on Vancouver Island and then shipped to Trio in dump trucks and B-trains. Once at the site, the aggregate will be stored in silos rather than open air piles. These improved arrangements will avoid 3,047 dump truck deliveries per year.

The impact of these changes is significant and estimated to save 176 tonnes of CO₂e per year.

Storing aggregates in silos will also eliminate the need to spray aggregate to keep it cool, saving over 1 million litres of water per year.



The new Trio site showing shipments arriving via barge. The large silo on the left will store aggregate and sand.

 **5,010**
Baths / Yr

	Deliveries / Year	Diesel (L) / Year	Water (L) / Year	tCO ₂ e / Year
Existing Plant	3,047	93,243	1,100,000	588.0
New Plant	0	8,957	0	410.6
Savings	3,047	84,286	1,100,000	177.4



3,047
Fewer Trips



84,286
Less Diesel (L)



1,100,000
Less Water (L)

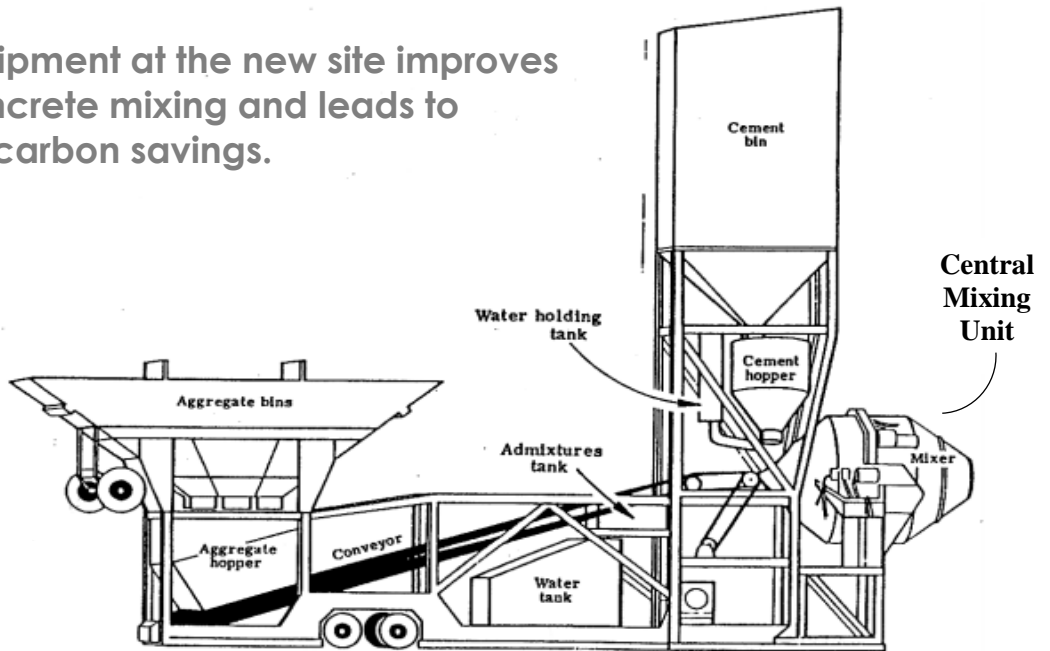
tCO₂e Savings/Yr

177.4

Production

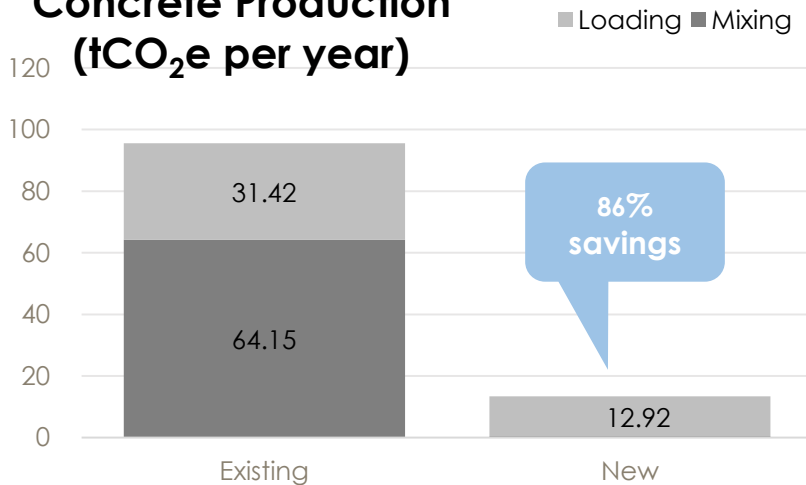
The layout and equipment at the new site improves the precision of concrete mixing and leads to energy, water and carbon savings.

By using a Central Mixing Unit (CMU), Trio avoids having to mix concrete in trucks - saving diesel fuel and associated emissions.



Typical Central Mixing Unit. Image courtesy of State of Minnesota Concrete Manual.

Concrete Production (tCO₂e per year)



Using conveyor belts instead of diesel-powered loaders will save...



At the existing site, when a batch of concrete is made, a diesel-powered loader picks up aggregate and sand in its bucket from stockpiles around the site. The ingredients are then funneled into the back of a concrete truck, which revs its engine to full speed to mix the batch. This process is fuel-intensive, because the ingredients are heavy and the loader must make many trips.

At the new site, conveyor belts powered by electric motors will deliver the ingredients from the silo to a Central Mixing Unit (CMU). Also powered by electricity, this piece of equipment improves the efficiency and precision of each concrete mix. In total, the new plant will save 121 tCO₂e and 23,700 litres of diesel in the production process.

	500 Fewer Hours		35,336 Less Diesel (L)		-86% Less tCO ₂ e	tCO₂e Savings/Yr	82.2
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Recycle & Reuse

When Trio's clients order ready-mix, they often purchase a little extra to avoid the risk of running out. This means that approximately 9,000 metric tonnes of concrete is returned to Trio every year. At the existing site, Trio pours this waste into pre-cast concrete blocks, which are then sold. Any remaining concrete is laid on the ground in strips; once the strips harden, they are crushed and sent to be used as road base.

At the new site, Trio will be able to recycle the waste concrete into new batches, saving the fuel and emissions from operating the crusher and transporting waste concrete to the road base fill site.

The reclaimer, the new piece of equipment that recycles the concrete, uses a series of paddles and augers to remove aggregate and sand from the returned concrete. These raw materials can then be used as inputs in new batches. The process water that is left over is funneled into a tank, where it is agitated to keep the remaining solids in suspension until it can be re-used. If too many solids accumulate in this water, the liquid is fed through a filter press to remove the excess.

By re-using waste, Trio avoids having to purchase as many raw materials and saves fuel and associated carbon emissions from transporting them.

Trio is estimated to save diesel fuel and carbon emissions from not having to crush and transport waste concrete strips.



Re-using recycled concrete will reduce the amount of raw materials purchased, saving fuel and carbon from shipping.



The reclaimer will save 96% of all returned concrete by weight, including 100% of the aggregate, 99% of the sand, and 100% of the water.

	Aggregate	Sand	Cement	Fly Ash	Water
Waste (tonnes)	4,180	3,040	1,064	114	57
Recycled (tonnes)	4,180	3,010	798	86	57
Savings (%)	100%	99%	75%	75%	100%



8,073

Less Waste (mt)



14,623

Less Diesel (L)



96%

Reclaimed

tCO₂e
Savings/Yr

53.9

Estimates & Assumptions

- Estimated 45 nautical miles between Delta & Bamberton (cement shipping distance) & 100 nautical miles from Sechelt to VMD on Bay St.
- 2015 MACK Granite with an MP8 engine gets 5 gal/mile (manufacturer specs, supported by historical fuel use from Trio).

Emissions References

1. 2016/17 B.C. Best Practices Methodology for Quantifying Greenhouse Gas Emissions
<http://www2.gov.bc.ca/gov/content/environment/climate-change/policy-legislation-programs/carbon-neutral-government/measure>
2. Environment Canada's National Inventory Report (1990-2015); Part 2 & 3.
http://unfccc.int/files/national_reports/annex_i_ghg_inventories/national_inventories_submissions/application/zip/can-2017-nir-13apr17.zip
3. Intergovernmental Panel on Climate Change (Global Warming Potentials)
http://www.ipcc.ch/publications_and_data/ar4/wg1/en/ch2s2-10-2.html
4. Cement Association of Canada Environmental Product Declaration
[http://www.stmaryscement.com/Documents/Canada/CAC%20EPD%20\(GU,%20GUL\).pdf](http://www.stmaryscement.com/Documents/Canada/CAC%20EPD%20(GU,%20GUL).pdf)
5. Smart Freight Centre, GHG Emissions Factors for IWT (2018)
<https://www.smartfreightcentre.org/pdf/GLEC-report-on-GHG-Emission-Factors-for-Inland-Waterways-Transport-SFC2018.pdf>

Glossary of Terms

Term	Description
GHG	Greenhouse Gas (emissions): Atmospheric gasses contributing to the greenhouse effect, including Carbon Dioxide (CO ₂), Methane (CH ₄), Nitrous Oxide (N ₂ O), etc.
tCO ₂ e	Tonnes of Carbon Dioxide Equivalent: GHGs have different warming potentials, measured collectively as CO ₂ equivalent (hence "e")
kWh	Kilowatt-Hour: Common unit for measuring electrical consumption
m ³	Cubic Meter: Unit of measurement equal to 1,000 Litres
mt	Metric Ton
CMU	Central Mixing Unit: Electric-powered drum that mixes concrete in batches
GU	General Use (cement)
GUL	General Use Limestone (cement)
t-km	Tonne-kilometer: A unit of measurement used in shipping

Verified By	Heidi Grantner & Jill Doucette
Email	heidi@synergyenterprises.ca
Completed	24/9/2019



synergy

Leanne Taylor

From: Stephen Hay - Ralmax <stephenhay@ralmax.com>
Sent: August 6, 2020 3:19 PM
To: Leanne Taylor
Subject: DFO Response

Hi Leanne

Nothing on letterhead but the text below is from Scott Northrup of DFO.

“So some not very specific advice as there are no standards published, but the City would have experience from the JSB project. You want to reduce backlighting on the water so predators don’t gain the upper hand. Direct lights down the structure not out to the water. Use shielding to manage directionality. Use lower intensity lighting (?) and spectrums that won’t attract fish.”

I think we have achieved this with the light facing outwards, not down to the water, low intensity lighting combined with the screening.

I hope this helps.

Stephen



Advisory Design Panel Report For the Meeting of July 22, 2020

To: Advisory Design Panel **Date:** July 15, 2020

From: Leanne Taylor, Senior Planner

Subject: **Development Permit with Variance Application No. 00139 for 2800 Bridge Street**

EXECUTIVE SUMMARY

The Advisory Design Panel (ADP) is requested to review a Development Permit with Variance Application for 2800 Bridge Street and provide advice to Council.

The proposal is for a raw materials receiving and storage facility (silo). A height variance is required to facilitate this development.

The *Official Community Plan* (OCP) Urban Place Designation for the subject property is Industrial Employment. In the Burnside Gorge Neighbourhood Plan, the subject property is designated Marine Industrial. The land use policies and objectives support light and heavy industrial uses at this location.

Staff are looking for commentary from the Advisory Design Panel with regard to:

- building height and viewscales across the harbour
- light art display on north elevation
- any other aspects of the proposal on which the ADP chooses to comment.

The Options section of this report provides guidance on possible recommendations that the Panel may make, or use as a basis to modify, in providing advice on this application.

BACKGROUND

Applicant: Mr. Stephen Hay
Ralmax Group Holdings Ltd.

Architect: Mr. Chris Foyd
Bo-Form

Development Permit Area: Development Permit Area 16, General Form and Character

Heritage Status: No

Description of Proposal

The proposal is for a raw materials receiving and storage facility (silo). The proposal contains the following major design components:

- a contemporary-style industrial building consisting of an angled roofline and exterior finishes, such as powder coated and galvanized perforated metal siding screen, steel casing, metal roof and fabric covers
- art light installation on the north elevation, which includes a LED lighting system consisting of 3,400 individually controlled LED lights behind a perforated metal screen
- a new barge unload conveyor and lift frame, bucket elevator and an aggregate loading conveyor to support the proposed silo.

The following data table compares the proposal with the existing M-3 Zone, Heavy Industrial District.

Zoning Criteria	Proposal	Zone Standard
Site area (m ²) – minimum	12,553.20	n/a
Density (Floor Space Ratio) – maximum	n/a	3:1
Total floor area (m ²) – maximum	n/a	n/a
Height (m) – maximum	31.83	15
Setbacks (m) – minimum	0.00	0.00
Vehicle parking – minimum	18	18
Loading Space (m) – minimum		
Width	4	4
Length	9	9
Height	n/a	4.30
Setback from street	>3	3
Access from street	>5	5
Bicycle parking stalls – minimum		
Class 1	0	n/a
Class 2	0	n/a

Sustainability Features

The applicant submitted a Sustainability Assessment (attached) prepared by Synergy. The key sustainability features include the following:

- reduced building footprint, through the use of a silo to store raw materials
- stormwater capture, treatment and re-use
- transportation of raw materials by barge, which removes more than 2,500 heavy trucks from the road per year and reduces carbon dioxide emissions
- recycling of waste concrete
- production of low carbon concrete through use of Carbon Cure technology
- shoreline rehabilitation.

Consistency with Policies and Design Guidelines

Official Community Plan and

The *Official Community Plan* (OCP) Urban Place Designation for the subject property is Industrial Employment, which supports light industrial uses. The OCP also identifies this property in Development Permit Area 16: General Form and Character. The DPA encourages the integration of industrial buildings in a manner that is complementary to the established place character of the neighbourhood. This area consists predominantly of marine and light industrial uses; however, north and west of the subject property and across Selkirk Waters is Selkirk Village, which is a mixed-use development and contains residential uses. The subject property also abuts Garbally Landing, which is a migratory bird sanctuary.

Burnside Gorge Neighbourhood Plan

The *Burnside Gorge Neighbourhood Plan* (BGNP) designates the subject property Marine Industrial. The Plan supports heavy industry near the waterfront and encourages ongoing mitigation measures such as soundproofing and screening, to help reduce impacts on the surrounding business district from heavier industrial uses. The proposed silo and conveyor equipment are completely enclosed in order to reduce noise and dust impacts.

Design Guidelines for Development Permit Area 16: General Form and Character

- *Advisory Design Guidelines for Buildings, Signs and Awnings* (1981)
- *Design Guidelines for Multi-Unit Residential, Commercial and Industrial Development* (2012)
- *Guidelines for Fences, Gates and Shutters* (2010).

Regulatory Considerations

The applicant is requesting a variance to increase the height of the silo from 15m to 31.83m. To mitigate the potential visual impacts of a higher building within the industrial waterfront area, the applicant is proposing a modern industrial design approach that includes an angled metal roofline and high-quality industrial materials. The proposed light art installation on the north elevation would also enhance the visual interest of this building from across the harbour. However, given the significant height variance, staff invite the Advisory Design Panel's (ADP) input on the proposed height variance.

ISSUES AND ANALYSIS

The following section(s) identify and provide a brief analysis of the areas where the Panel is requested to provide commentary. The Panel's commentary on any other aspects of the proposal is also welcome.

Building height and viewscapes across the harbour

The proposed silo will be visible from various vantage points in the area such as Selkirk Village and the surrounding employment lands, Selkirk Trestle and the Railyards. There may be some visual impacts, and the ADP's input on this aspect of the proposal would be welcomed.

Light art display on north elevation

The applicant is proposing a light art installation on the north elevation. The design guidelines do not contain specific guidelines pertaining to artistic lighting displays on a building as proposed; however, the guidelines state that colour shift in the lighting is strongly discouraged and light fixtures should avoid overspill. Even though the applicant is proposing an innovative and energy-efficient approach to the art light display, staff invite the ADP's input on this aspect of the proposal.

OPTIONS

The following are three potential options that the Panel may consider using or modifying in formulating a recommendation to Council:

Option One

That the Advisory Design Panel recommend to Council that Development Permit with Variance Application No. 00139 for 2800 Bridge Street Application be approved as presented.

Option Two

That the Advisory Design Panel recommend to Council that Development Permit with Variance Application No. 00139 for 2800 Bridge Street Application be approved with the following changes:

- as listed by the ADP.

Option Three

That the Advisory Design Panel recommend to Council that Development Permit with Variance Application No. 00139 for 2800 Bridge Street Application does not sufficiently meet the applicable design guidelines and polices and should be declined (and that the key areas that should be revised include:)

- as listed by the ADP, if there is further advice on how the application could be improved.

ATTACHMENTS

- Subject Map

- Aerial Map
- Plans date stamped June 18, 2020
- Applicant's letter dated February 7, 2020
- Sustainability Assessment dated September 24, 2019

cc: Stephen Hay, Ralmax Group Holdings Ltd. Applicant; Chris Foyd, Bo-Form

2.2 Development Permit with Variance Application No. 00139 for 2800 Bridge Street

The proposal is for a raw materials receiving and storage facility (silo).

Applicant meeting attendees:

STEPHEN HAY	<i>RALMAX</i>
CHRIS FOYD	BO-FORM (DESIGNER)

Charlotte Wain (on Leanne Taylors' behalf) provided the Panel with a brief introduction of the application and the areas that Council is seeking advice on, including the following:

- building height and viewscales across the harbour
- light art display on north elevation
- any other aspects of the proposal on which the ADP chooses to comment.

Stephen Hay provided the Panel with a detailed presentation of the site and context of the proposal.

The Panel asked the following questions of clarification:

- Did you research the ombre perforated panel systems?
 - No, we were encouraged to embrace the industrial aspects.
- Will the LED's be on timers?
 - We are currently working with the designer, there will be a cut-off point. We don't want to create light pollution, but it is TBD.
- What is the structure inside that will support the cladding?
 - It's a steal structure that also holds the roof.
- Does the cladding start above ground?
 - Yes, for a visual aspect.
- Did you look at having more openings in the screen? Or is there reason for the complete closure.
 - The way these are assembled are not pleasant looking. We only have control of the outside of the prefabricated metal, which is why.
- What is the finished material?
 - Prefinished aluminium, with a light grey metallic finish.
- Is there any control of what could be done in the future with the lights?
 - This lighting system can really do anything so there are a lot of options once it's in place.
- Is this considered signage, or are there restrictions with these lights?
 - Yes, before it goes to Council, I assume the City would make some documentation on it.
- Is there a reason why the shrouding became a box?
 - Yes, it's not a round silo like most, it's rectangular.
- Have you reviewed this proposal with the neighbourhood?
 - Yes, it was the neighbourhood and Burnside/Gorge Land Use Committee that came up with the light idea.
- Is there opportunity to use the same material on the east and west sides?
 - Yes, but there is a massive added cost and we wanted to stick with those specific sides to tell a story.
- How will you manage the slope of the roof and the rainwater?

- The rainwater structures are on the inside of the structure. You will see one pipe through the perforated panel.
- Was there any consideration to not having it fully screened?
 - The designer lifted the skirt at ground level to allow visibility. The perforated screens were also chosen for that reason.

Panel members discussed:

- Ensuring limited hours of light operation.
- Would like to see more angles to the wall and other aspects to make the proposal more interesting.
- Redesign of openings and exposure on screen.
- Appreciation for the care and attention put into this project.
- Appreciation for the idea of it being celebratory during events within the City.

Motion:

It was moved by Devon Skinner, seconded by Trish Piwowar that Development Permit with Variance Application No. 00139 for 2800 Bridge Street be approved as presented:

OPTIONS

The following are three potential options that the Panel may consider using or modifying in formulating a recommendation to Council:

Option One

That the Advisory Design Panel recommend to Council that Development Permit with Variance Application No. 00139 for 2800 Bridge Street Application be approved as presented.

Option Two

That the Advisory Design Panel recommend to Council that Development Permit with Variance Application No. 00139 for 2800 Bridge Street Application be approved with the following changes:

- As recommended by the Advisory Design Panel

Option Three

That the Advisory Design Panel recommend to Council that Development Permit with Variance Application No. 00139 for 2800 Bridge Street Application does not sufficiently meet the applicable design guidelines and polices and should be declined (and that the key areas that should be revised include:)

- as listed by the ADP, if there is further advice on how the application could be improved.

Opposed: Brad Forth, Joe Kardum

For: Marilyn Palmer, Devon Skinner, Trish Piwowar, Sean Partlow and Ben Smith

Carried 5:2

Stephen Hay
General Manager, Ellice Recycling & Trio Ready-Mix
1020 Hallowell Road
Victoria, BC V9A 7B6

August 14, 2020

re: Some thoughts on your proposed aggregate bin for Trio Ready-Mix at South Bay, Selkirk Water.

Dear Stephen,

Without knowing the details of your proposal, here is some feedback.

Main concern: impact on water quality. I trust that you have addressed this properly.

No particular concern about the location of your silo. This industrial site appears to have no natural shoreline and to have been modified and filled decades ago.

Opportunities: inspired by the massive restorations and cleanups just north of your site on the Selkirk Waterfront in recent decades, and using expert, innovative advice, I suggest that you experiment with:

The creation of a green shore with a tidal marsh where space is available. As this may attract invasive resident Canada Geese, plan for a goose control program.

Keep the floating platform and logs already in the area and possibly add some more. They will attract birds, seals and otters.

In light of the substantial height of your silo, consider installing **one or two perches for Bald Eagles**. Bald Eagles could help disperse the Glaucous-winged Gulls that pollute the roofs of nearby recycling plants.

The very high and large silo also provides an opportunity to build an **Osprey nesting platform** on the roof. (Note: The high light standards at the UVIC's Centennial Stadium and Royal Athletic Park have attracted nesting Ospreys for years). It may be easier than to do this than doubling the height of the low, quickly-installed nesting platform in South Bay two years ago. Also, this well-meaning platform is possibly too close to busy and noisy barge operations to attract Ospreys. The compatibility and proximity of perches for Bald Eagles and a nesting platform for Ospreys should be assessed by experts on birds of prey. These two species cohabit locally and all of this is possible in theory.

Lastly, thanks for installing ~20 well-built, **nesting boxes for Western Purple Martins** in the spring of 2020. In 2021, you need a committed caretaker to open the doors in late spring once the risk of an invasion by House Sparrows and European Starlings is over. Also, some of the nesting boxes closest to your new silo may have to be moved.

Conclusion: You have opportunities to show that industrial activities in a working harbour can be compatible and even enhance nature in the city. Doing so you will also contribute to decades of restorations and cleanups at various locations throughout historic Victoria Harbour Migratory Bird Sanctuary. A very positive story.

Thanks,

Jacques Sirois
Friends of Victoria Harbour Migratory Bird Sanctuary
partner, Greater Victoria NatureHood, Nature Canada (formerly Audubon Soc. of Canada)
vicharbourbirds.ca

542 St. Patrick Street
Victoria, BC, V8S 4X3
t. 250-595-4421



VICTORIA HARBOUR
Migratory Bird Sanctuary



August 25, 2020

Mayor & Council
#1 Centennial Square
Victoria, BC

Dear Mayor and Council:

BG LUC comment on proposal for 2800 Bridge Street

On December 16, 2019, the Burnside Gorge Land Use Committee (BGLUC) held a meeting to review the Trio Ready mix / Ralmax Group proposal for a cement materials receiving and storage facility.

Stephen Hay, Trio Ready Mix and Kathi Springer, Ralmax Group presented.

The proposal requires a height variance from the allowed 15m to 31.83m and a loading lift conveyor of approx. 44m in length at the shoreline. Although the height of the proposed material storage silo is double the zoning allowance there are no adjacent building directly affected as a result of shadowing or privacy. The proposal to include a display lighting option is welcome. The applicant has addressed concerns over possible dust air pollution and Gorge waterway pollution as a result of the operations.

The BGLUC would prefer to see the two SRW's requested by City Planning granted for future uses if at all possible. Possibly a grand-fathering option to allow for the current proposal.

The BG CALUC has no objection to the requested height variance nor the proposal for a cement receiving and storage facility. We recommend this proposal proceed to a public hearing.

Respectfully,



Avery Stetski
Land Use Committee Chair
Burnside Gorge Community Association

cc: Sustainable Planning and Community Development Department
Kathi Springer, Ralmax Group

Development Permit with
Variance Application No. 00139
for
2800 Bridge Street



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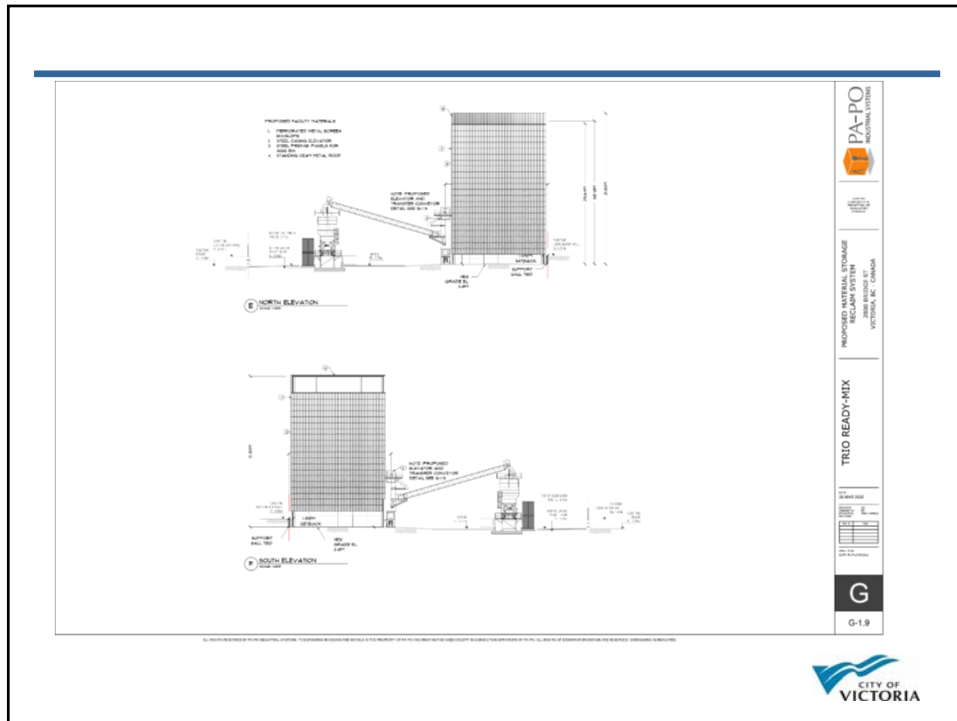
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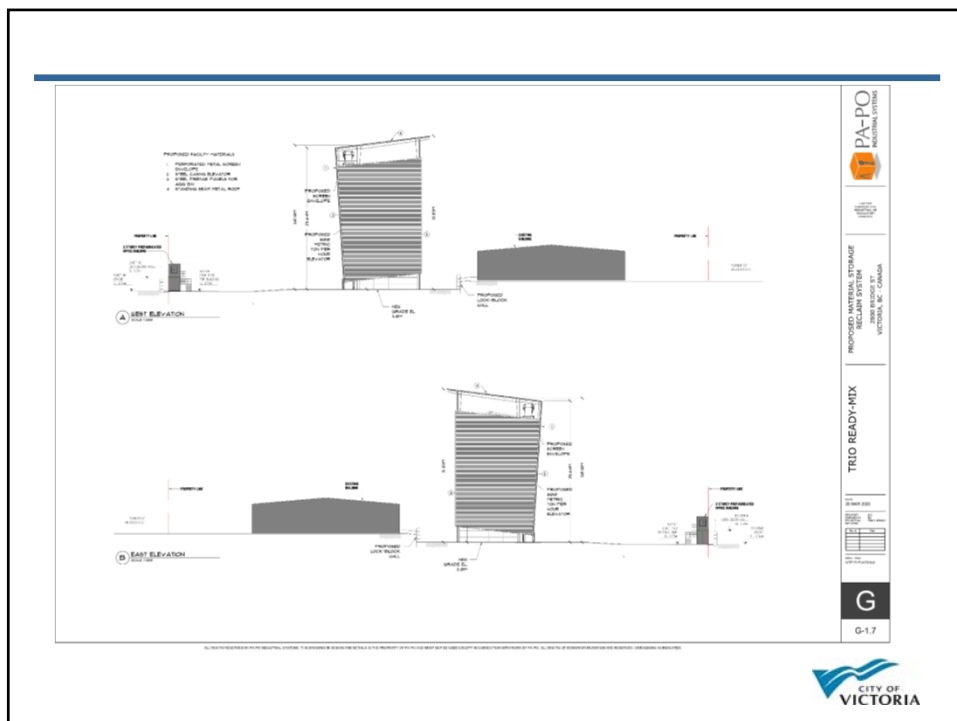
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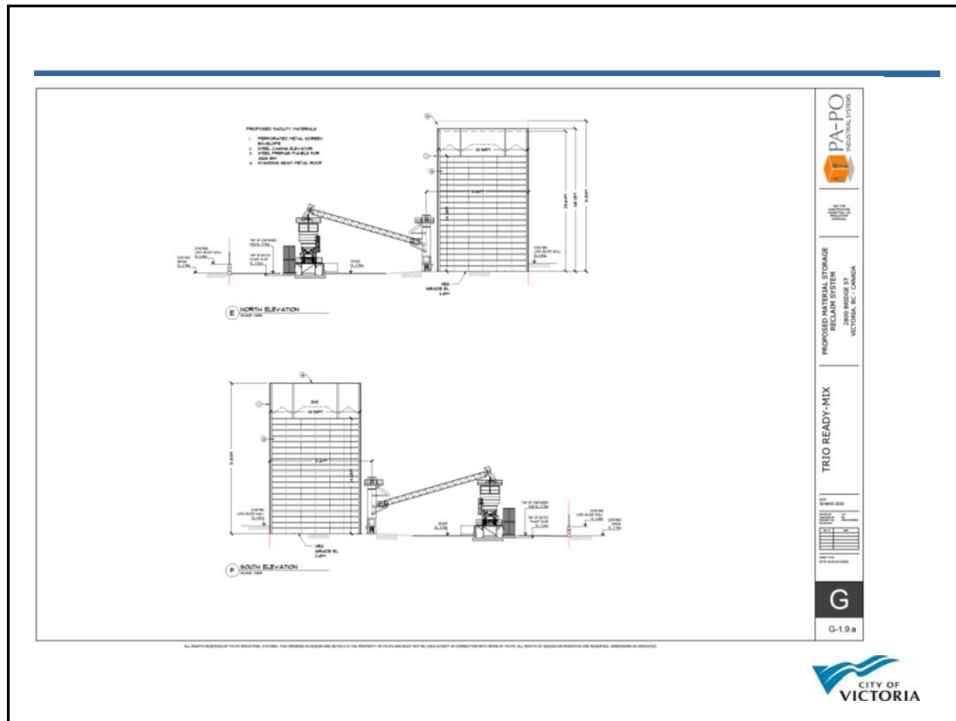
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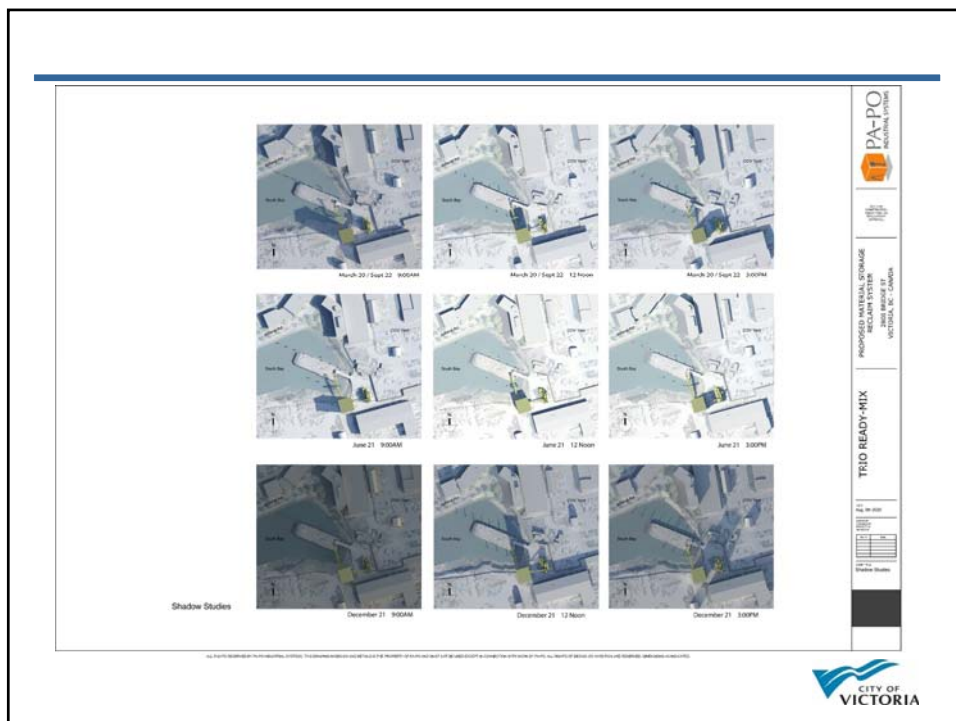
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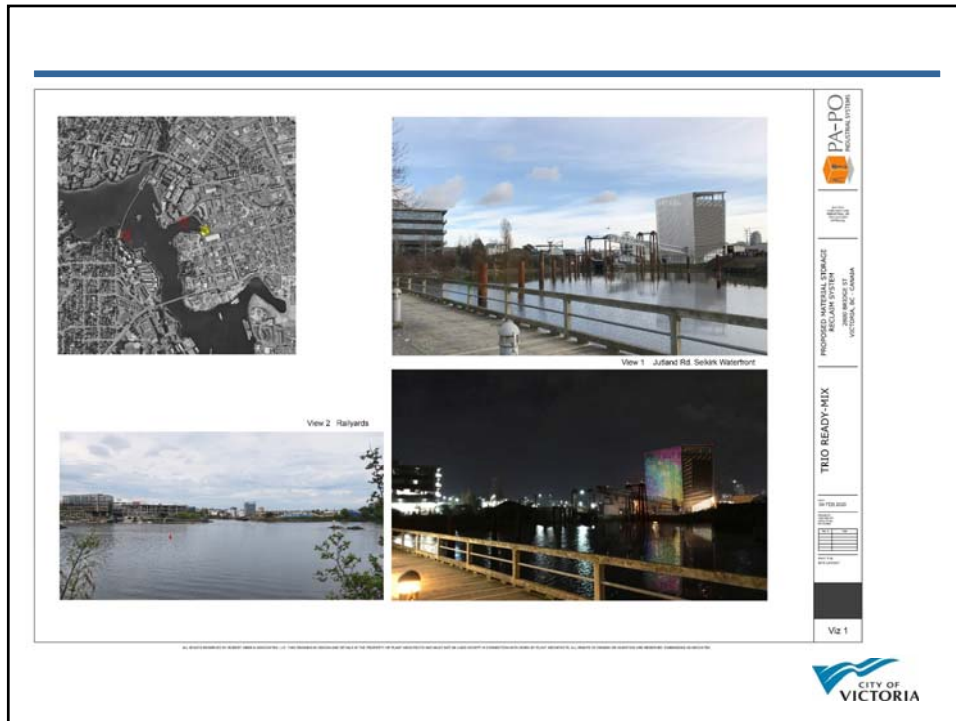
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