



**CITY OF RICHMOND**  
URBAN DEVELOPMENT DIVISION

REPORT TO COMMITTEE

TO: Planning Committee  
 FROM: Joe Erceg  
 Manager, Development Applications  
 RE: **Application by S-511 Holdings Ltd. for Rezoning at 23231 Hamilton Road, and 23211 & 23251 Dyke Road from Light Industrial District (I2) to Business Park Industrial District (I3)**

*To Planning - Sept. 19, 2000*  
**DATE:** September 1, 2000  
**FILE:** RZ 00-173517  
*By 8060 - 20 - 7160 & 7161*

STAFF RECOMMENDATION

1. That Official Community Plan Amendment Bylaw No. 7160, to amend Attachment 3 to Schedule 1 of Official Community Plan Bylaw No. 7100 as shown in Schedule A attached to and forming part of Bylaw No. 7160, be introduced and given first reading.
2. That Bylaw No. 7160, having been examined in conjunction with the Capital Expenditure Program, the Waste Management Plan, the Economic Strategy Plan, and the 5 Year Financial Plan, is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3) of the Municipal Act.
3. That Bylaw No. 7160, having been examined in accordance with the City Policy No. 5002 on referral of Official Community Plan Amendments, is hereby deemed to have no effect upon an adjoining Municipality nor function or area of the Greater Vancouver Regional District, in accordance with Section 882(3)(d) and (e) of the Municipal Act.
4. That Bylaw No. 7161, for the rezoning of 23231 Hamilton Road, and 23211 & 23251 Dyke Road from "Light Industrial District (I2)" to "Business Park Industrial District (I3)", be introduced and given first reading.

*Joe Erceg*  
 Joe Erceg  
 Manager, Development Applications

JE:dc  
 Att. 3

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| <b>FOR ORIGINATING DIVISION USE ONLY</b> |
| <b>CONCURRENCE OF GENERAL MANAGER</b>    |
| <i>Shirley G. Bell</i>                   |

STAFF REPORTORIGIN

An application for rezoning has been received from S-511 Holdings Ltd. for rezoning of 23231 Hamilton Road, and 23211 & 23251 Dyke Road from "Light Industrial District (I2)" to "Business Park Industrial District (I3)" to permit the eventual development of a five lot business park.

The subject properties are located in quarter sections 1 and 12 of 4-4. **Attachment 1** shows the site location.

The developer has also filed applications for subdivision (SD 00-86734) and development permit (DP 00-86732) - both of which support the intent stated above.

To facilitate the future subdivision, the applicant is proposing to construct a new roadway from Dyke Road along Queen's Road to a point north of Hamilton Road where it intersects BC Hydro's power line right of way, then bisect the subject properties approximately through the middle of the site. Details on the exact roadway alignment will be determined through the subdivision review. The preliminary subdivision layout is provided in **Attachment 3**.

FINDINGS OF FACT

| ITEM                  | EXISTING  | PROPOSED  |
|-----------------------|---|---|
| Owner                 | Gilbert Fanslau<br>Ernest Emil Fanslau<br>Leonard Clifford Boyd<br>Margaret Ethel Boyd  | S-511 Holdings Ltd  |
| Applicant             | S-511 Holdings Ltd.   | unchanged   |
| Site Size             | 45994.155m <sup>2</sup> (11.365 acres)  | unchanged   |
| Land Uses             | vacant / one single family dwelling   | business park industrial  |
| OCP Designation       | Subject Site: Business and Industry<br>Queens Canal & Road: Public and Open Space Use   | unchanged   |
| Area Plan Designation | Subject Site: Business Park<br>Queens Canal & Road:<br>Natural Areas/Open Space   | unchanged   |
| Zoning                | Light Industrial District (I2)  | Business Park Industrial District (I3)  |
| ESA Designation       | Along west property line – measured as 15 metres from the high water mark of Queens Canal. (This extends approximately 3 metres into the subject properties.) | ESA will be removed along a portion of Queen's Canal south of the new road.<br>New ESA will be added along Dyke Road. |

## **Surrounding Development**

To the north of the subject lots lies Highway 91 with single family residential dwellings along the highway's northern edge.

To the east is a partially vacant industrial lot with a single family residence. Further east are lots used for boat construction and repair.

The southern edge of the subject lots abuts Hamilton Road and Dyke Road. Between Hamilton Road and Dyke Road are industrial operations. Along the foreshore south of Dyke Road and east of Queen's Road are residential float homes and marine related industrial operations. Dyke Road is the primary access route for these float home residents.

Immediately west of the subject lots lies a 20 metre wide strip of land which contains Queen's Canal and Queen's Road which is an unconstructed road with no access. This unconstructed road extends between Highway 91 and Dyke Road.

A portion of the unconstructed Queen's Road, between Hamilton Road and Dyke Road, is under lease to the owner of 23006 Hamilton Road and is being used for storage of parts and equipment. Construction of a new road would necessitate the removal of these storage materials. Ninety days notice is required to terminate this lease.

## **RELATED POLICIES & STUDIES**

### *Hamilton Area Plan*

Two aspects of the Hamilton Area Plan are specifically relevant to the proposed rezoning and development:

1. The Designated Land Use for the subject site is "Industrial"; and
2. The Area Plan's policies promote the placement of an internal roadway through the area to support industrial development.

The proposed development conforms to both the Hamilton Area Plan's designated land use and the policy promoting the placement of an internal roadway.

### *Official Community Plan*

The Official Community Plan (OCP) designates the Queen's Canal, Hamilton Road west of Queen's Canal, and a triangular shaped parcel north of Hamilton Road and west of Queen's Canal, as Environmentally Sensitive Areas (ESA).

Section 9.6.1 (a) of the OCP's Guidelines for ESAs states:

*As far as is practicable, there should be no net loss of natural areas as development occurs. Buildings and structures should be located on portions of the site that are not environmentally sensitive to development.*

Section 9.6.1 (e) of the Guidelines states:

*Where it is not practicable to preserve all natural features of a site as development occurs, the developer may compensate by replanting or dedicating and restoring a similar area nearby.*

The applicant's proposal has a number of implications which directly relate to the above two OCP Guidelines. Notably, the proposal includes construction of a new road along the unconstructed Queen's Road which runs through the designated ESA. Working with staff, the applicant and his consultants have prepared a mitigation and compensation package designed to minimize new impacts, enhance existing natural stands within adjacent ESAs and plant new areas to add to the overall habitat within the ESAs. Although specific details of the proposed mitigation and compensation package will be refined and provided as part of the ESA development permit application, an overview of the package is provided following the staff comments on the rezoning. It should be noted that adjustments proposed to the ESA boundaries are the basis for the amendment to the OCP.

### STAFF COMMENTS ON THE REZONING

#### *Land Use*

No objections to the rezoning subject to satisfactory remediation and compensation for the impacts of the off-site roadworks on Queens Road. Additional comments regarding the compensation proposal will be provided in the comments on the development permit application.

#### *Transportation*

As part of this rezoning application, the area road network system is proposed to be reconfigured as follows:

##### a) Queen Road:

Transportation staff have no objections to the construction of a paved road within the Queen Road right-of-way. In light of the environmental impact associated with the construction of this road, the proposed road with a narrower paved surface may be considered subject to further review by staff. This narrower road should have a minimum of 9.0 m paved asphalt with a sidewalk, curb and gutter on the east side of the road. Accepting this narrower road standard may require a variance permit at the development permit stage. A pedestrian crossing on Queen Road may be required.

##### b) New Road:

As part of the Subdivision and Rezoning applications of this site, the applicant is required to dedicate a 20 m strip of land through the entire site parallel to the existing Dyke Road (including the portion within the BC Hydro right-of-way) and to design/construct this new road. This road should be consistent with the City's design standards for a typical industrial road, with 11.5 m of paved asphalt with curb/gutter, sidewalks and boulevard on both sides. The detailed design of this road (i.e. horizontal/vertical alignments, transition, frontages, etc.) will require further review by staff and signed-off by the City when the functional design of this road becomes available.

c) Other Comments:

The Fire Department has suggested that parking be restricted on the proposed road to accommodate emergency vehicle access. Transportation Department will review the functional design of the proposed road and Queen Road to determine if any parking restrictions are required to address the concern of the Fire Department. It is further noted that any parking restrictions required in the area will take into considerations the road geometry, land use characteristics and traffic conditions.

See subdivision application (SD 00-086734) and development application (DP 00-086732) for additional comments.

*Fire Department*

Restrict parking to one side of the road due to narrow access.

*Health Review*

Sanitary sewer will be required or there may be restrictions on the uses & development of these sites. Some business and industrial uses could result in noise complaints from adjacent residences, any future uses must comply with the Noise Control Bylaw.

*Engineering Works / Design Review*

There are no objections to the rezoning from I2 to I3, there are no servicing concerns. The provision of access and services to the lands are currently being reviewed and will be provided as a condition of subdivision. There are no requirements associated with the rezoning.

## **PROPOSED ESA MITIGATION AND COMPENSATION PACKAGE**

The applicant's mitigation and compensation package includes the following initiatives:

- The pavement width along Queen's Road has been deliberately kept to a width of 9 metres in order to avoid encroachment or filling of Queen's Canal.
- Efforts will be made to retain and avoid impacts upon a number of trees along the southern end of the canal near Dyke Road.
- A new culvert will be installed at the western end of Hamilton Road to divert tributary water flows to Queens Canal and eliminate the need for Public Works to maintain a clear channel along the tributary channel south of Hamilton Road west of Queens Canal. Previous enhancement efforts in this area restricted Public Works' ability to ensure a clear water channel. This proposal improves the water flow through the area, allows habitat enhancements to be made, and has been approved by Public Works' staff.
- 427.5 square metres (95 metres x 4.5 metres) of landscaping along the south side of Hamilton Road, west of Queen's Canal;
- Construction of a 475 square metre (95 metres x 5 metres) gravel road (maintenance access) along the north side of the previously noted landscaping;
- Construction of a 187.5 square metre (37.5 metres x 5 metres) (approximate length) gravel road (maintenance access) along the east side of Queen Canal, north of the proposed new road (actual length to be determined during development permit review);
- 412.5 square metres (37.5 metres x 11 metres) of landscaping along the east side of the previously mentioned gravel road;
- 472 square metres (118 x 4.0 metres) of landscaping on the subject properties adjacent to Dyke Road;

- Designation of a new 680 square metre strip of ESA including the new 472 square metre planting area adjacent to Dyke Road (170 x 4.0 metres) mentioned in the preceding point;
- Relocation of 25 Douglas fir trees from the development site for replanting in the enhancement planting strips; and
- Removal of a number of invasive plant species (e.g. Himalayan Blackberries) from the existing ESA vegetation stand along the east side of the Queen's Canal between Hamilton Road and Dyke Road. No additional habitat compensation will be required for this.

Provision is to be made in the development permit for a temporary emergency access connection between the new interior roadway and Dyke Road.

**Attachment 2** provides an overview of the ESA Enhancement proposal.

## ANALYSIS

### Comments on the Proposed Rezoning

With the noted exception of Richmond's Health Services' concerns regarding potential noise impacts, staff generally do not have any concerns with the proposed business park uses at the proposed site. The intent of the Business Park Industrial District (I3) zoning is "*to provide for clean industrial uses together with independent office uses*". As required under "light industry" definitions, primary uses within this zone must be enclosed there-by reducing noise potential. Irrespective, as indicated by Health staff, the City's Noise Bylaw will apply to this site. It should be noted that the property currently has "Light Industrial District (I2)" zoning now and could conduct most of the proposed uses on the site without undergoing a rezoning.

### Comments on the Proposed Road Network

Although somewhat premature as exact designs and alignments will be worked out in subsequent development review stages, staff's comments have pointed out that:

- A temporary emergency access will be required between the new interior roadway and Dyke Road (allowance for this should be made in the development permit review); and
- The new Queen's Road connection to Dyke Road passes through an ESA. Detailed discussion on the implications appears below.

### Comments on Impacts to the ESA and the Proposed Compensation Package

Anticipated impacts to the designated ESA are primarily a result of the road network selected. The selection was made in consultation with City staff to acknowledge the roadway policies in the Hamilton Area Plan and to divert additional industrial/business traffic away from Dyke Road and the adjacent residential float homes.

The resulting impacts will involve losses on the order of 2009 square metres consisting primarily of lower productivity and impacted habitat. Staff believe that the extensive compensation package will more than offset these losses and result in functional improvements to the habitat in the area. In addition, landscaping enhancement along Dyke Road will provide a buffer between the residential float home community and the proposed business park.

A covenant to prevent removal of the landscaped areas within the designated ESA on the subject properties, except as noted in this report for the provision of a temporary emergency access, is expected to be requested as part of the Development Permit for the project. Staff estimate that the compensation package will result in maintenance access improvements, habitat area clean ups, new habitat plantings, and newly designated ESA areas totalling more than 2374 square metres. Overall, staff believe that the compensation package offsets the proposed impacts to the ESA.

### Options

As the business park use is not generally seen as an issue by staff, the fundamental option around which a formal decision needs to be made is whether, on the basis of the proposed compensation package, to allow the construction of the new roadway through Queen's Road to connect with Dyke Road. The action options proposed are:

- Option 1: Endorse the proposed rezoning and **endorse** the proposed OCP amendment (*staff's recommended Option*); or  
Option 2: **Endorse** the proposed rezoning and **reject** the proposed OCP amendment.

Selecting Option 2 would result in revisions to the conceptual road layout for the site. As the new roadway would not pass through the ESA, compensation would not likely be required.

### FINANCIAL IMPACT

Undetermined.

### CONCLUSION

Staff believe the proposed rezoning and Official Community Plan amendments are supportable and will result in a net benefit for the community. They will also serve to improve the functionality of the habitat in the area.



David Brownlee  
Planner 2

DCB:cas

There are requirements to be dealt with prior to final adoption:

Legal requirements:

- (1) Transportation and Highways approval is required.

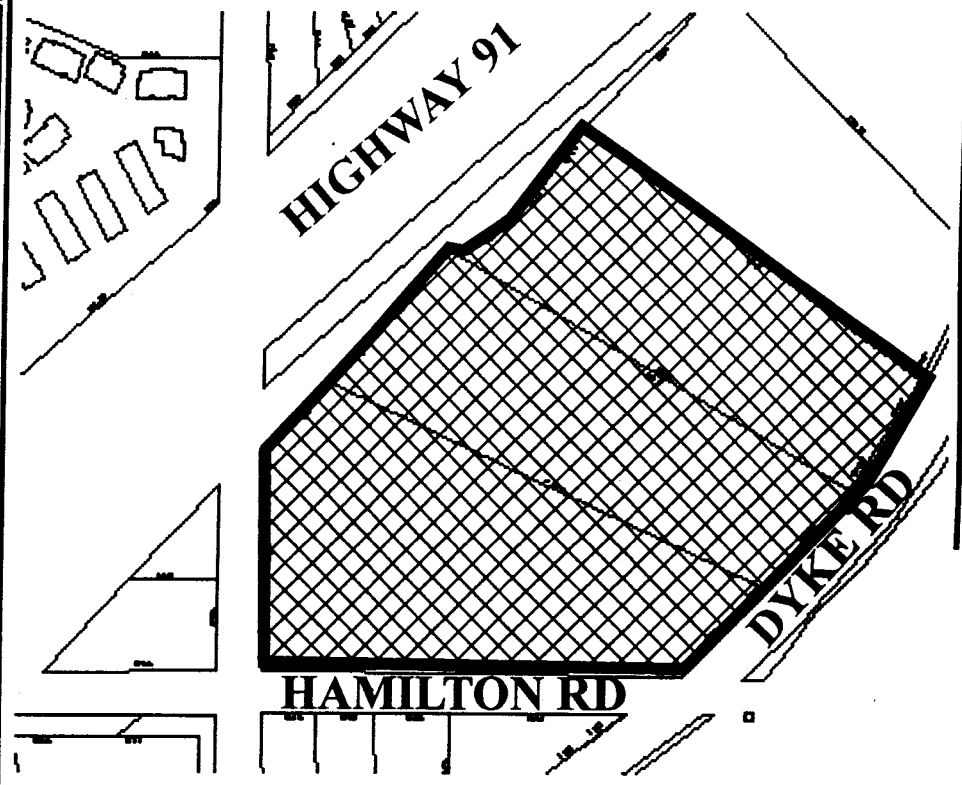
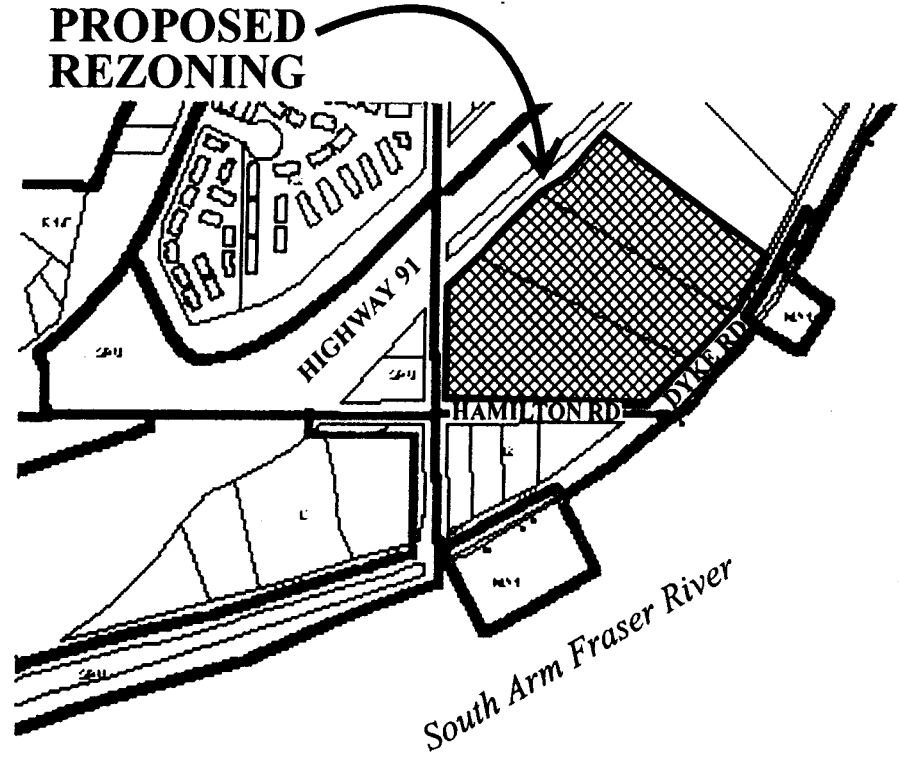
Development requirements, specifically:

- (1) The developer enters into a standard service agreement for compensation planting, related offsite works, and maintenance of planted areas within the ESA as noted in the report;
- (2) Development Permit application should be processed to a satisfactory level.



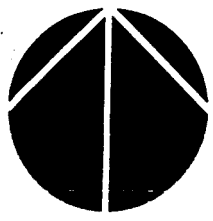
# City of Richmond

## PROPOSED REZONING



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ATTACHMENT 1



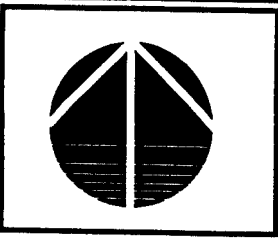
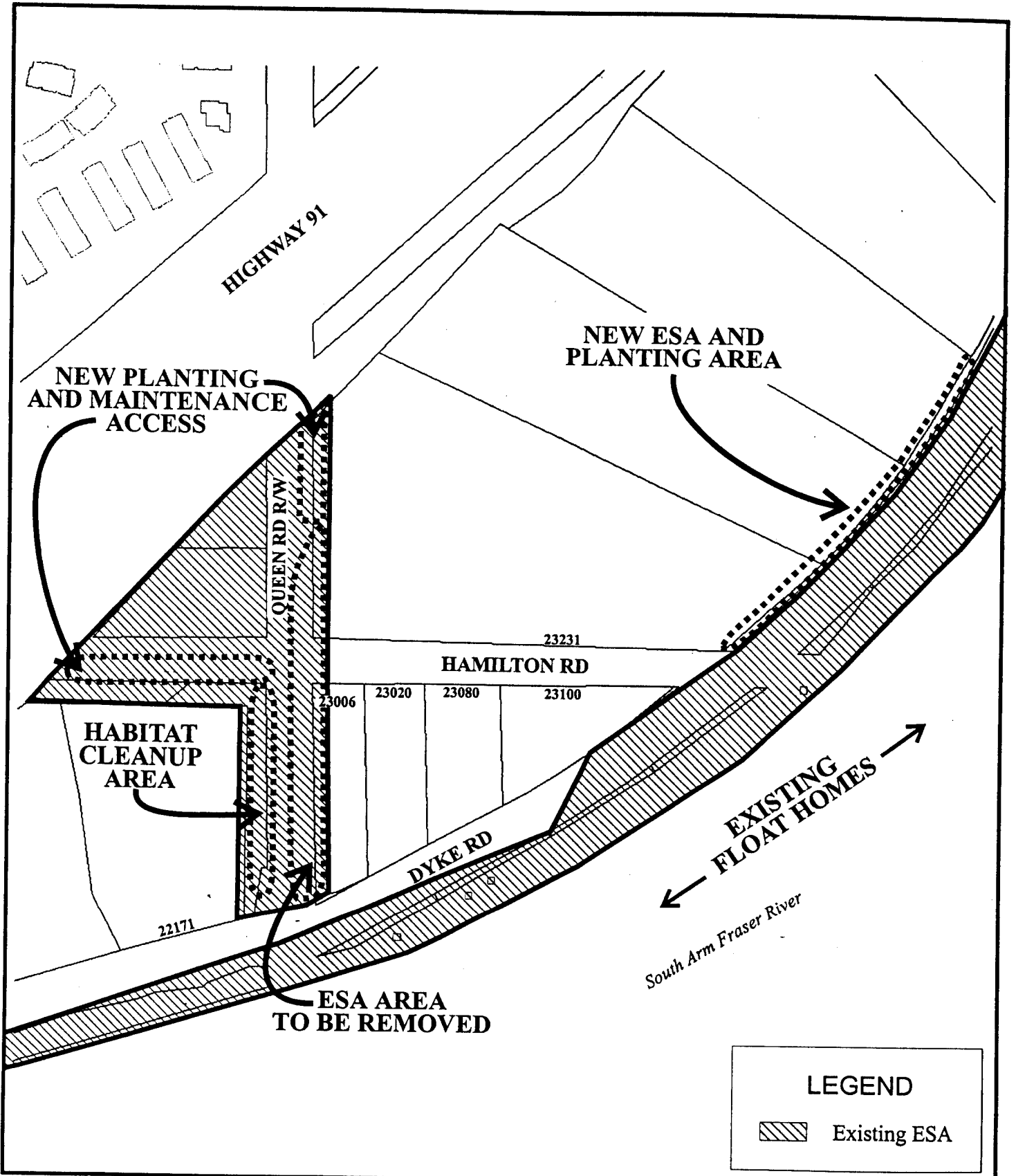
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Original Date: 04/19/00

Revision Date:

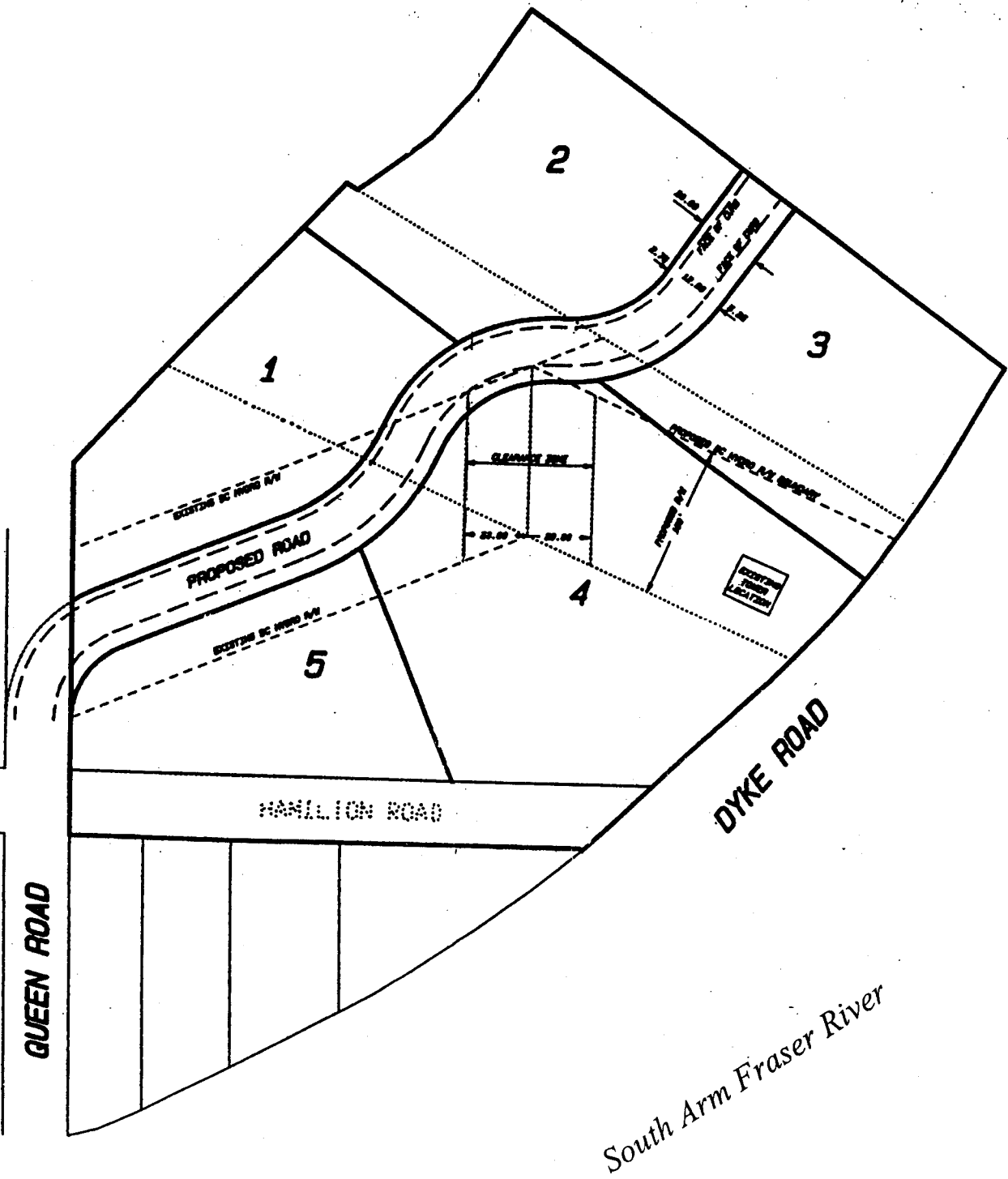
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**Attachment 2**  
**ESA Enhancement**  
**Proposal Overview**

Original Date: 08/28/00  
 Revision Date: 08/31/00  
 Note: Dimensions are in METRES



# Attachment 3

## Proposed Subdivision

Original Date: 09/11/00

Revision Date:

Note: Dimensions are in METRES

CITY OF RICHMOND

BYLAW 7160

**RICHMOND OFFICIAL COMMUNITY PLAN BYLAW 7100  
AMENDMENT BYLAW 7160 (RZ 00-173517)  
23231 and 23006 Hamilton Road, 23211 and 23251 Dyke Road**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by amending Attachment 3 (the Environmentally Sensitive Area Map) to Schedule 1 as shown on "Schedule A attached to and forming part of Bylaw No. 7160".
  
2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7160".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

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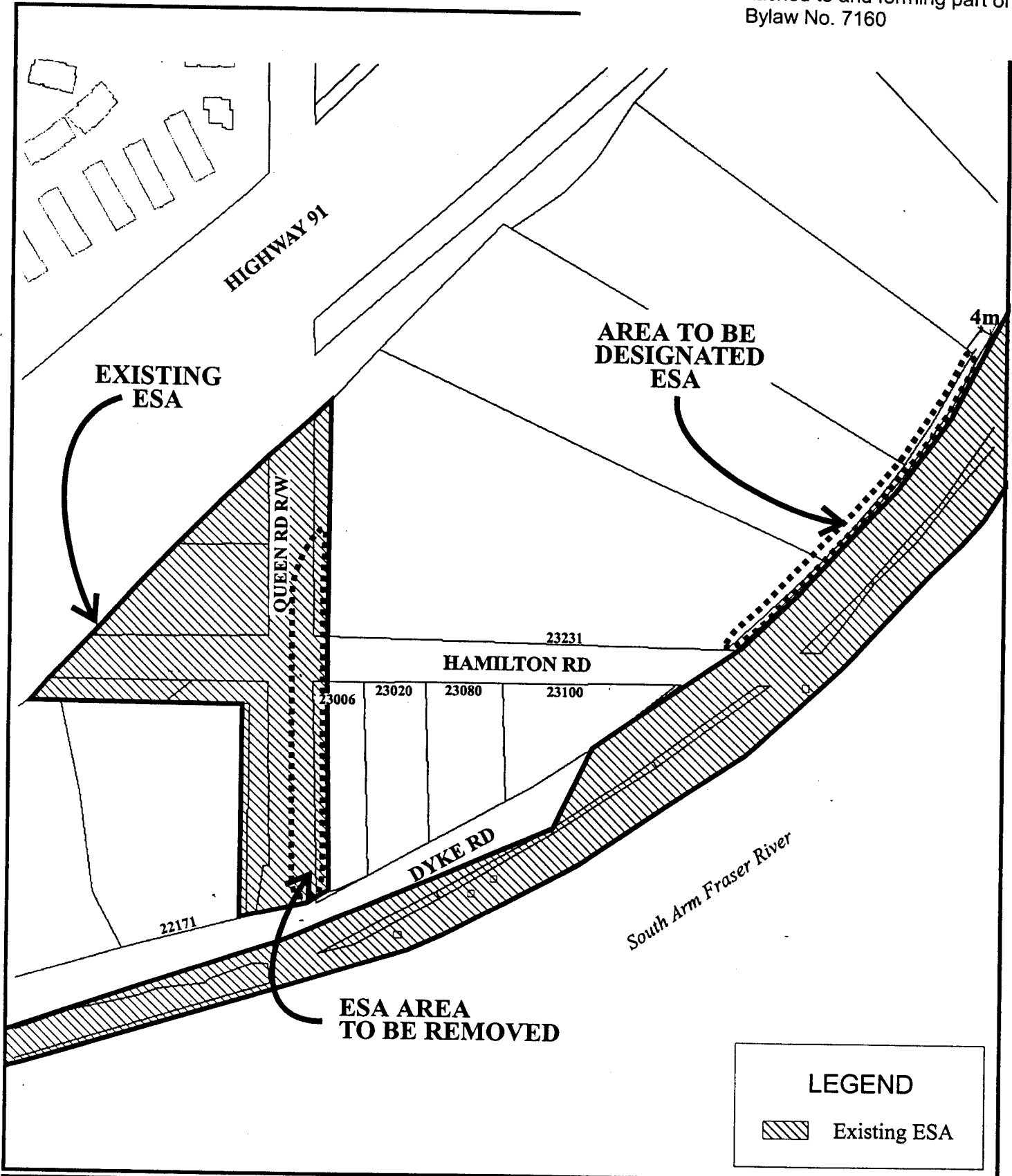
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| CITY OF RICHMOND   |
| APPROVED for content by originating dept<br><i>[Signature]</i> |
| APPROVED for legality by Solicitor<br><i>[Signature]</i>       |

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MAYOR

\_\_\_\_\_  
CITY CLERK



# Official Community Plan Amendment

Original Date: 08/31/00

Revision Date:

Note: Dimensions are in METRES

