



City of Richmond
Planning and Development Department

Report to Development Permit Panel

To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development
Date: June 22, 2010
File: DV 10-523774
Re: **Application by Ralph A. May for a Development Variance Permit for the Road Allowance adjacent to 5700 Dhillon Way (Lots 61-70)**

Staff Recommendation

That a Development Variance Permit be issued which would vary the minimum road construction standards for pavement width, sidewalks, curb and gutter contained in Subdivision Bylaw No. 6530 to allow the extension of Dhillon Way in an existing dedicated road allowance.

Brian J. Jackson, MCIP
Director of Development

BJJ:ke
Att.

Staff Report

Origin

Ralph A. May (On behalf of Ocean Spray of Canada Limited) has applied to vary the road standards for the proposed extension of Dhillon Way to service the new cranberry processing facility at 5700 Dhillon Way (Lots 61 to 70). A location map and proposed design of the road extension is contained in **Schedule "A"** and **Plan #1** attached to this report.

The proposed Development Variance Permit would facilitate the extension and construction of a Dhillon Way (41 m in length) and vary the minimum road standards to allow a 7.5 m minimum paved road, gravel/grass shoulder and drainage ditch on both sides of the roadway. This proposed design is consistent with the existing road standard for the already improved section of Dhillon Way north of Westminster Highway.

Background

Ocean Spray Cranberry Processing Facility

The existing Dhillon Way Road allowance and proposed new cranberry processing facility to be serviced by the road extension is contained in the Agricultural Land Reserve (ALR). The following is a summary of previous approvals granted in relation to the new Ocean Spray cranberry processing facility:

- April 23, 2009 (Non Farm Use Application -- AG 08-407180) – Agricultural Land Commission granted approval to the cranberry processing facility and extension of a road in the existing unopened road allowance (Dhillon Way).
- March 15, 2010 (Rezoning Application -- AG 09-493545) – The application went to Public Hearing on March 15, 2010 and the associated Bylaw received 2nd & 3rd reading. The proponent is currently working on completing the rezoning considerations associated with the application.

Existing Development Variance Permit for Dhillon Way

In 1997, a Development Variance Permit (DV 96-000131) was granted for the extension of Dhillon Way approximately 130 m north of Westminster Highway to service the golf driving range facility that was established on the property now being redeveloped for the cranberry processing facility.

The Development Variance Permit approved a road standard consisting of a 7.5 m paved roadway and gravel/grass shoulder within the existing 20 m wide road allowance. This variance was only granted across approximately half of the road frontage for the golf course site. As a result, a variance is required for the proposed road extension (41 m) in the Dhillon Way road allowance. The road standard proposed for the extension of Dhillon Way to service the future cranberry processing facility is similar to the existing constructed portion of Dhillon Way built in 1997.

Development surrounding the Dhillon Road area is as follows:

To the north, undeveloped road allowances, existing landscaping (hedging) and cranberry bogs;

To the east, the former Richview Golf Centre (driving range) that is no longer operational. This 8.5 acre site will be the future site Ocean Spray's new cranberry processing facility;

To the south, Westminster Highway and Highway 91; and

To the west, an agriculturally zoned (AG1) property with a house situated close to Westminster Highway and farming (greenhouses) on the rear portion.

Public Correspondence and Comments

At the March 15, 2010 Public Hearing on the rezoning application for the proposed cranberry processing facility, correspondence was received from the property owner located to the immediate west of Dhillon Way. In addition to clarifying information on setbacks, height and size of the proposed cranberry processing facility, the applicant, City staff and representative of the property owner met on-site (June 1, 2010) to discuss the project and road extension. The concerns identified in the correspondence to be followed up as part of the Development Variance Permit for the Dhillon Way extension are as follows (responses are highlighted in ***bold italics***):

- Question about the extent of the Dhillon Way extension. ***The road will be extended 41 m to the north. The road standard proposed will be similar to the existing constructed portion of Dhillon Way (7.5 m pavement width; gravel/grass shoulder; drainage canal).***
- Will the new road be sufficiently designed to accommodate truck traffic? ***The applicant has submitted drawings to confirm that trucks with semi-trailers can adequately manoeuvre within the proposed road design to access and exit the cranberry processing facility. Transportation staff have reviewed turning radius' and road design and do not have any concerns about the proposal.***
- What will happen to existing ditches situated in the road allowance? ***The preliminary road design maintains the existing ditch situated in the west side of the road allowance. The existing ditch (west side) along the northern portion of Dhillon Way will be cleaned out to remove grass, shrubbery and debris. Further north along the west side of the road allowance, a new ditch will be constructed between the road and existing hedgerow. Along the east side of the road allowance, a new drainage ditch will be constructed between the north and south driveway access.***
- When will construction of the road occur? ***A servicing agreement for the design and construction of the Dhillon Way extension is required to be completed prior to issuance of the building permit. Road construction activities will be coordinated so that the road will not be damaged by or interfere with construction of the cranberry processing facility.***
- Desire to remove the existing gate situated at the end of Dhillon Way. ***The existing gate is situated in the road allowance south of the driveway to the driving range parking lot. This gate will be removed and the farmer will be able to access Dhillon Way (including the proposed extension) to maintain their greenhouses.***
- Concern about parking on Dhillon Way for employees working at the cranberry processing facility. ***The cranberry processing facility has a total of 62 on-site parking stalls, which meets the bylaw requirements and employee parking needs of the facility.***

Should truck or vehicle parking occur along Dhillon Way that impedes vehicle movements or access to properties, parking regulations, signage and enforcement can be examined and implemented in future if necessary.

- Can the existing greenhouse operation (situated on the west side of the Dhillon Road extension) establish an access to the road to facilitate farming and movement of machinery associated with the agricultural operation? *Currently, Dhillon Way provides access to the back portion of the lot where the greenhouses and other farming activities occur. The proposed Dhillon Way extension will not prohibit the ability for the ability for an access to be established to the farm. If the farmer requires an access along Dhillon Way in the future, an application for a ditch/culvert crossing permit can be submitted that would be reviewed and approved by engineering staff.*

Proposed Variance

The City's Subdivision Control Bylaw applies various standards, depending on the use and designation of the road. For an industrial/commercial road, minimum design standards include:

- A minimum pavement width of 12 m.
- Sidewalks, curb and gutter on both sides of the road.

The Dhillon Way road extension proposes to vary the above road standards on the basis that the design:

- Adequately services the traffic to and from the cranberry processing facility.
- Does not introduce an unnecessary industrial standard road to an area in the ALR.
- Duplicates the design of the existing portion of Dhillon Way that was similarly varied in 1997.
- Responds to concerns from neighbours and addresses agricultural issues.

Analysis

Extension of Dhillon Way – Operations and Design

The extension of Dhillon Way is required to facilitate the establishment of two driveways that service the cranberry processing facility. The existing road only enables one access to be established along Dhillon Way. The driveways are situated at the north and south ends of the subject site and are designed to allow trucks with trailers and general vehicle traffic to enter from the south driveway and exit from the north driveway. A preliminary site plan showing the driveway access in relation to the facility is attached as a **Reference Plan** to the Development Variance Permit drawings.

The proposed design for the Dhillon Way extension duplicates the existing configuration of the road where a similar variance was granted in 1997. The general design and cross-section of the road extension involves the following:

- 7.5 m total pavement width allowing for two lanes of traffic.
- Gravel and grass shoulder on both sides of the road.
- Drainage ditches on both sides of the road.

At the north end of the road extension, a special treatment is proposed to ensure that future access to unopened road allowances to the north does not occur. These design provisions include:

- The implementation of concrete highway barriers at the road end.

- The road extension stops 9 m south of the unopened road allowances.
- Existing landscaping is proposed in the 9 m space, which physically does not permit any access to the unopened road allowances.

Transportation

The proponent's traffic consultant reviewed the turning radius for vehicles (trucks with trailers) entering and exiting the site utilizing the driveways located along the south and north portions of the property. This analysis determined that the proposed road design for the Dhillon Way extension and existing portion of Dhillon Way (7.5 m pavement width) can accommodate the turning movements required by large trucks. This information was reviewed and approved by Transportation Division staff.

Servicing Agreement for Dhillon Way Road Construction

A servicing agreement for the design and construction of the Dhillon Way road extension, including submission of a construction security, is required to be completed prior to issuance of a building permit for the cranberry processing facility. A servicing agreement application has been submitted and design drawings for the road extension have been reviewed and commented on by City staff. Engineering staff are awaiting a revised submission of the design drawings.

Agricultural Advisory Committee

On April 15, 2010, the Agricultural Advisory Committee reviewed the proposed road extension and passed the following motion:

"That the Development Variance Permit application to vary the applicable road standards for the Dhillon Way road extension be accepted and approved."

Conclusions

The road extension of Dhillon Way for approximately 41 m north of where the road currently ends is necessary for the operation of the new cranberry processing facility. The subject road and properties it will service are located in the ALR. Staff have undertaken a review of the road standard (to be varied) to confirm that the design:

- Can accommodate truck-trailer turning movements.
- Is similar to the existing road standard established for Dhillon Way.
- Contains a road standard design that is appropriate to the surrounding agricultural areas, while also meeting the requirements of the new cranberry processing facility.
- Responds to concerns identified by surrounding farmers.

On this basis, staff support the application to vary the road standard for the future road extension of Dhillon Way.



Kevin Eng
Planner 1

KE:cas



City of Richmond
 Planning and Development Department

Development Variance Permit

No. DV 10-523774

To the Holder: RALPH A. MAY

Property Address: DHILLON WAY ROAD ALLOWANCE ADJACENT TO
 5700 DHILLON WAY (LOTS 61 TO 70)

Address: 200 – 5611 COONEY ROAD
 RICHMOND, BC V6X 3J6

1. This Development Variance Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied by this Permit.
2. This Development Variance Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The City of Richmond Subdivision Bylaw No. 6530 is varied to permit the extension of Dhillon Way to provide access to the proposed cranberry processing facility located at 5700 Dhillon Way (Lots 61 to 70) and shall be built in the existing road allowance shown on Schedule "A" and to the standards as shown on Plan #1 attached hereto.
4. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
5. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
 DAY OF

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

 MAYOR

5700 DHILLON WAY
(LOTS 61 TO 70)

DHILLON WAY
ROAD EXTENSION

AG1

41 m

132 m

DHILLON WAY

GC

ASY

IB1

CR

WESTMINSTER HWY

HIGHWAY 91

WESTMINSTER HWY

Z11

127

IL



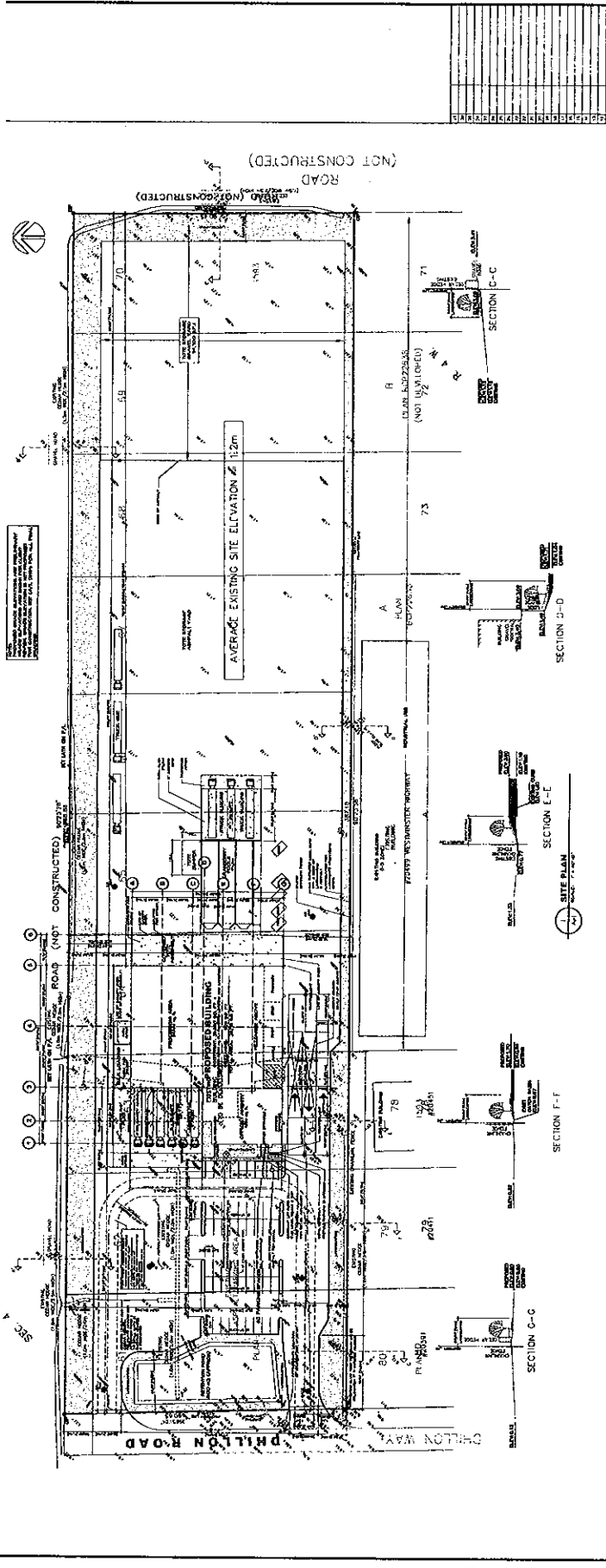
DV 10-523774
SCHEDULE "A"

Original Date: 06/21/10

Amended Date:

Note: Dimensions are in METRES

REFERENCE PLAN



NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITTING	10/15/11
2	ISSUED FOR PERMITTING	10/15/11
3	ISSUED FOR PERMITTING	10/15/11
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GENERAL NOTES:

1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES.
5. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT THE CONSTRUCTION PERIOD.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL ENVIRONMENTAL FEATURES.
7. THE CONTRACTOR SHALL MAINTAIN ADEQUATE RECORDS OF ALL CONSTRUCTION ACTIVITIES.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL EXISTING UTILITIES AND STRUCTURES.
9. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT THE CONSTRUCTION PERIOD.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL ENVIRONMENTAL FEATURES.

DEVELOPMENT DATA

NO. OF UNITS: 100
 GROSS AREA: 10,000 SQ. M.
 NET AREA: 8,000 SQ. M.
 TOTAL FLOOR AREA: 150,000 SQ. M.
 TOTAL VOLUME: 1,500,000 CU. M.
 TOTAL PERIMETER: 1,000 M.
 TOTAL LENGTH: 1,000 M.
 TOTAL WIDTH: 100 M.
 TOTAL HEIGHT: 15 M.
 TOTAL WEIGHT: 15,000,000 KG.
 TOTAL COST: 1,500,000,000 USD.
 TOTAL TIME: 1000 HOURS.
 TOTAL ENERGY: 1,500,000,000 J.
 TOTAL MATERIALS: 1,500,000,000 KG.
 TOTAL WASTE: 1,500,000,000 KG.
 TOTAL EMISSIONS: 1,500,000,000 KG.
 TOTAL IMPACT: 1,500,000,000 USD.

