



City of Richmond

Report to Committee

To: Public Works Transportation Committee **Date:** August 22, 2024
From: Sonali Hingorani, P.Eng. **File:** 10-6510-03-01/2024-
Acting Director, Transportation Vol 01
Re: Rescindment of Highway Rail Use By-law (C.P.R. Relocation) Bylaw No. 2636

Staff Recommendation

That the Highway Rail Use By-law (C.P.R. Relocation) Bylaw No. 2636 be rescinded.

Sonali Hingorani, P.Eng.
Acting Director, Transportation
(604-276-4049)

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

The Highway Rail Use By-law (C.P.R. Relocation) Bylaw No. 2636, (Bylaw 2636) designates that portions of road dedication on River Road and McCallan Road be closed to public passage and allows Canadian Pacific Railway (CPR) to construct and operate a rail line on those lands. The decommissioned rail corridor is no longer in use. Staff recommend rescinding Bylaw 2636 to permit public use and facilitate future roadway improvements in alignment with the City's Official Community Plan (OCP).

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous City.

2.3 Ensure that both built and natural infrastructure supports sustainable development throughout the City.

2.4 Enhance Richmond's robust transportation network by balancing commercial, public, private and active transportation needs.

Analysis

Background

Historically, CPR operated a railway along the now decommissioned Van Horne Spur in Richmond, which extended from the Marpole Bridge to Steveston via Garden City Road, Granville Avenue and Railway Avenue. In the 1960s and into the 1970s, work was done to relocate a section of the rail corridor onto River Road and McCallan Road. The location of the rail corridors are illustrated in Figure 1.

The majority of the corridor was situated on CPR-owned property with the exception of two sections where the rail operated within City road dedication. These sections are identified in Figure 2 and includes an eastern portion of McCallan Road between Westminster Highway and Granville Avenue and a northern portion of River Road between Charles Street and Corvette Way. In October 1970, the City adopted the Highway Rail Use By-law (C.P.R Relocation) Bylaw No. 2636 to facilitate rail operation. The Bylaw closed the designated portions of road to traffic and authorized CPR to construct and operate a rail line on those lands. Roadways impacted by Bylaw 2636 are identified in Figure 2 and Attachment 1.

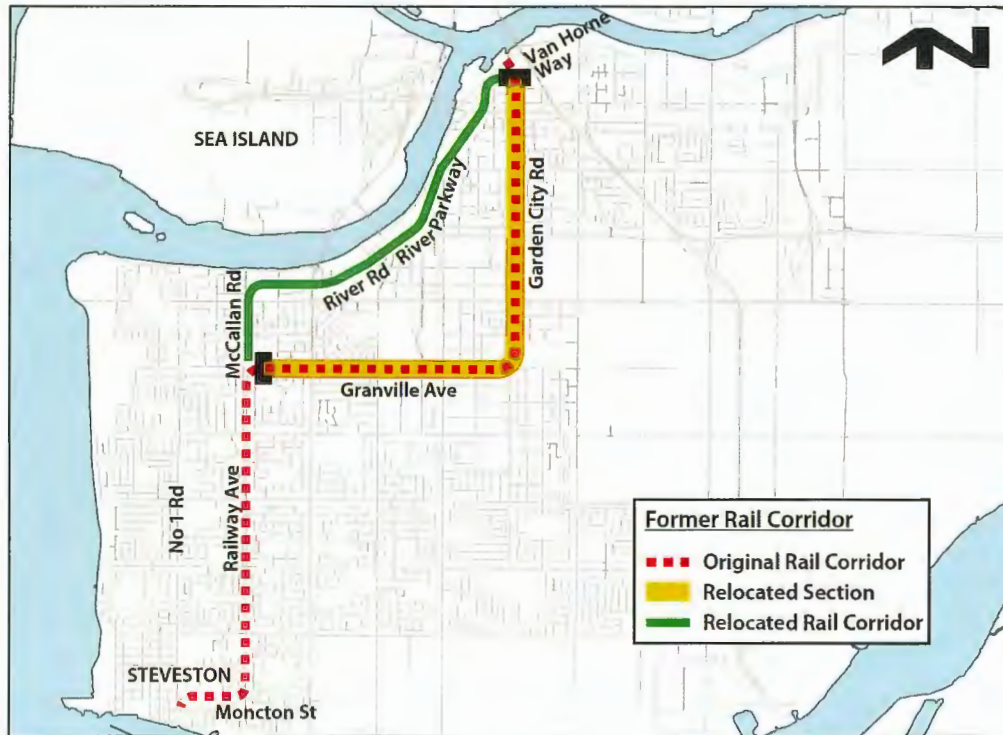


Figure 1: Decommissioned Canadian Pacific Railway – Van Horne Spur

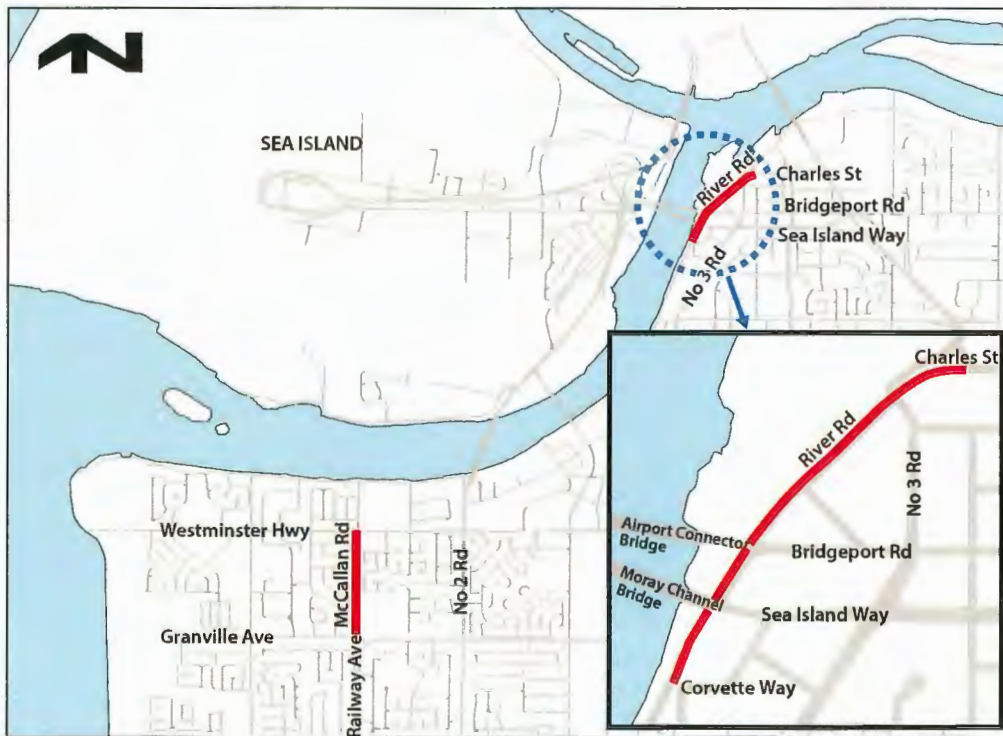


Figure 2: Location of Road Dedication Impacted by Bylaw 2636

Decommissioned Rail Corridor and Recommendation to Rescind Bylaw 2636

CPR has since decommissioned all rail corridors shown in Figure 1. The City of Richmond, South Coast British Columbia Transportation Authority and the Great Canadian Gaming Corporation have acquired lands previously owned by CPR along this corridor. Roadways and other transportation infrastructure have been constructed over these lands. As the rail corridor has been decommissioned and there are no plans for further rail use, staff recommend rescinding Bylaw 2636.

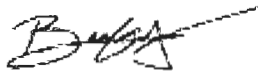
Rescinding Bylaw 2636 will permit public passage on the sections of McCallan Road and River Road identified within the bylaw, and will no longer permit CPR to construct and operate railway on these lands. There are no infrastructure improvements proposed at this time on the impacted corridors. The existing multi-use pathway on McCallan Road is outside of the former rail corridor. Rescinding Bylaw 2636 formally allows public passage on what currently functions as a landscaped boulevard. Future widening of River Road to accommodate pedestrian, cycling and vehicular infrastructure is envisioned within the City's Official Community Plan. The rezoning considerations associated with the rezoning application by Jingon Development Group LLP (RZ 20-915237) for Duck Island that was granted third reading following the May 21, 2024 Public Hearing, includes upgrades to a portion of River Road to facilitate access to the site and requires rescindment of Bylaw 2636 prior to rezoning adoption. There is no current or planned railway service within these corridors and there will be no impact to existing rail operations in Richmond.

Financial Impact

None.

Conclusion

The former CPR rail corridor is no longer operational, and no future rail use is anticipated. Bylaw 2636, originally established to facilitate rail operation, has become obsolete and no longer serves a purpose. Staff recommend that the Highway Rail Use By-law (C.P.R Relocation) Bylaw No. 2636 be rescinded to remove permitted rail use, return the lands to public passage and allow for future infrastructure improvements.



Beata Ng, P. Eng.
Manager, Transportation Development and Design
(604-247-4627)



Justin Ng, P. Eng.
Transportation Engineer
(604-276-4126)

BN;jn

Att. 1: Highway Rail Use By-Law (C.P.R. Relocation) No. 2636

THE CORPORATION OF THE TOWNSHIP OF RICHMOND

BY-LAW NO. 2636

A By-law for the closing of a portion of certain roads and for permission to construct and operate a relocation of the Canadian Pacific Railway thereon.

- - - - -

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

1. This By-law may be cited for all purposes as the "Highway Rail Use By-law (C.P.R. Relocation) No. 2636".

2. Those portions of highway shown in red colour on the plan attached to and forming part of this By-law, marked as Schedule "A(1)" hereto, and described as follows:

All and singular that certain piece, parcel or tract of land and premises situate, lying and being a portion of River Road lying in Section 21, Block 5 north - Range 6 west in the New Westminster District, Province of British Columbia and which said part may be more particularly described as follows:

FIRSTLY:

Commencing at the north east corner of Lot 17 as shown on Registered Plan 782

thence South $38^{\circ} 50' 15''$ West and following the easterly boundary of said Lot 17, a distance of 271.80 feet more or less to an intersection with the northerly boundary of that portion of Bridgeport Road lying in said Section 21

thence North $89^{\circ} 14' 15''$ East, a distance of 28.55 feet

thence North $38^{\circ} 50' 15''$ East and parallel to the easterly boundary of said Lot 17, a distance of 253.8 feet

thence North $37^{\circ} 09' 00''$ East and parallel to the easterly boundary of Lot 87 as shown on Registered Plan 34592, a distance of 160.01 feet

thence North $44^{\circ} 59' 00''$ East and parallel to the easterly boundary of said Lot 87 and said easterly boundary produced, a distance of 674.00 feet more or less to the most easterly corner of Block 76 as shown on Registered Plan 1555

thence North $40^{\circ} 52' 50''$ West and following the north easterly boundary of said Block 76, a distance of 22.06 feet more or less to an intersection with the north eastwardly production of the easterly boundary of said Lot 87

thence South $44^{\circ} 59' 00''$ West and following the easterly boundary of said Lot 87 and said easterly boundary produced, a distance of 674.05 feet

thence South $37^{\circ} 09' 00''$ West and following the easterly boundary of said Lot 87, a distance of 161.20 feet more or less to the point of commencement and containing by estimation 0.554 Acres more or less as shown outlined in red on the plan attached hereto,

SECONDLY:

Commencing at the intersection of the south easterly boundary of said River Road and the northerly boundary of that portion of Charles Street lying in said Section 21

thence East and following the northerly boundary of said Charles Street, a distance of 50.30 feet

thence South westwardly on a circular curve to the left having a radius of 597.64 feet which center bears South $10^{\circ} 17' 20''$ East, an arc distance of 362.23 feet

thence South $44^{\circ} 59' 00''$ West, a distance of 18.82 feet

thence North westwardly on a circular curve to the right having a radius of 21.80 feet which center bears North $14^{\circ} 40' 50''$ East, an arc distance of 23.06 feet

thence North $44^{\circ} 59' 00''$ East, a distance of 18.82 feet

thence North eastwardly on a tangential circular curve to the right having a radius of 619.64 feet which center bears South $45^{\circ} 01' 00''$ East, an arc distance of 343.88 feet more or less to an intersection with the South easterly boundary of said River Road

thence South $45^{\circ} 15' 30''$ West and following the south easterly boundary of said River Road, a distance of 21.59 feet more or less to the point of commencement and containing by estimation 0.180 Acres more or less as shown outlined in red on the plan attached hereto,

AND:

All and singular that certain piece, parcel or tract of land and premises situate, lying and being a portion of River Road lying in Section 28, Block 5 north - Range 6 west, New Westminster District in the Province of British Columbia and which said part may be more particularly described as follows:

FIRSTLY:

Commencing at the south easterly corner of Lot "J" as shown on Registered Reference Plan 6953

thence North $27^{\circ} 29' 15''$ East and following the easterly boundary of said Lot "J", a distance of 232.81 feet more or less to an intersection with the southerly boundary of Sea Island Way as shown on Registered Plan 17236

thence South $17^{\circ} 25' 45''$ East and following the southerly boundary of said Sea Island Way, a distance of 31.16 feet

thence South $27^{\circ} 29' 15''$ West and parallel to the easterly boundary of said Lot "J", a distance of 210.74 feet

thence Southwardly on a circular curve to the left having a radius of 614.44 feet which center bears South $63^{\circ} 54' 40''$ East, an arc distance of 118.92 feet more or less to an intersection with the northwardly production of the easterly boundary of said River Road

thence South $27^{\circ} 29' 15''$ East and following the said northwardly production of the easterly boundary of said River Road, a distance of 79.57 feet

thence Northwardly along a circular curve to the right having a radius of 636.44 feet which center bears South $82^{\circ} 02' 05''$ East, an arc distance of 201.32 feet more or less to the point of commencement and containing by estimation 0.197 Acres more or less as shown outlined in red on the plan attached hereto,

SECONDLY:

Commencing at a point on the easterly boundary of said Lot "J", said point being South $36^{\circ} 35' 15''$ West, a distance of 31.45 feet from the north-east corner of said Lot "J",

thence South $36^{\circ} 35' 15''$ West and following the easterly boundary of said Lot "J", a distance of 24.15 feet

thence South $32^{\circ} 21' 15''$ West and following the easterly boundary of said Lot "J", a distance of 233.80 feet

thence South $27^{\circ} 29' 15''$ West and following the easterly boundary of said Lot "J", a distance of 12.23 feet more or less to an intersection with the northerly boundary of said Sea Island Way

thence South $86^{\circ} 15' 45''$ East and following the northerly boundary of said Sea Island Way, a distance of 24.04 feet

thence North $27^{\circ} 29' 15''$ East and parallel to the easterly boundary of said Lot "J", a distance of 1.61 feet

thence North $32^{\circ} 21' 15''$ East and parallel to the easterly boundary of said Lot "J", a distance of 232.05 feet

thence North $36^{\circ} 35' 15''$ East and parallel to the easterly boundary of said Lot "J", a distance of 40.16 feet

thence South $89^{\circ} 14' 15''$ West, a distance of 27.68 feet more or less to the point of commencement and containing by estimation 0.137 Acres more or less as shown outlined in red on the plan attached hereto,

be and the same are stopped up and closed to traffic.

3. Those portions of highway shown in red colour on the plan attached to and forming part of this By-law, marked as Schedule "A(2)" hereto, and described as follows:

All and singular that certain piece, parcel or tract of land and premises situate, lying and being a portion of Section 12, Block 4 North, Range 7 West, New Westminster District, Province of British Columbia and which said part may be more particularly described as follows:

Commencing at the south-west corner of Parcel 1, Section 12, Block 4 North, Range 7 West, Explanatory Plan 14611, New Westminster District

thence North $00^{\circ} 28' 00''$ East, along the easterly boundary of McCallan Road, a distance of 2382.90 feet to a point

thence South $15^{\circ} 50' 20''$ West, a distance of 83.90 feet to a point

thence South $00^{\circ} 28' 00''$ West, parallel to the easterly boundary of said McCallan Road, a distance of 2302.68 feet more or less to an intersection with the northerly boundary of Lot 162, Section 13, Block 4 North, Range 7 West, Plan 30615, New Westminster District

thence North $89^{\circ} 58' 00''$ East, along the said northerly boundary of Lot 162, a distance of 22.00 feet more or less to the point of commencement and containing by ad-measurement 1.18 Acres more or less as shown outlined in red on the plan attached hereto,

be and the same are stopped up and closed to traffic.

4. Canadian Pacific Railway Company is hereby authorized to construct and operate a railway on those portions of highway more particularly described in Section 2 of this By-law, and Section 3 of this By-law.

5. By-law No. 2616 is hereby repealed.

DONE AND PASSED by the Council on
SEP 28 1970

RECONSIDERED, FINALLY PASSED AND
ADOPTED by the Council, signed by
the Mayor and Municipal Clerk and
sealed with the Corporate Seal on
OCT 13 1970

W. H. ANDERSON

Mayor

T. M. YOUNGBERG

Municipal Clerk

I HEREBY CERTIFY the above to
be a true and correct copy of
By-law No. 2636 of the By-laws
of The Corporation of The Town-
ship of Richmond.

M. Gaurpung

Municipal Clerk

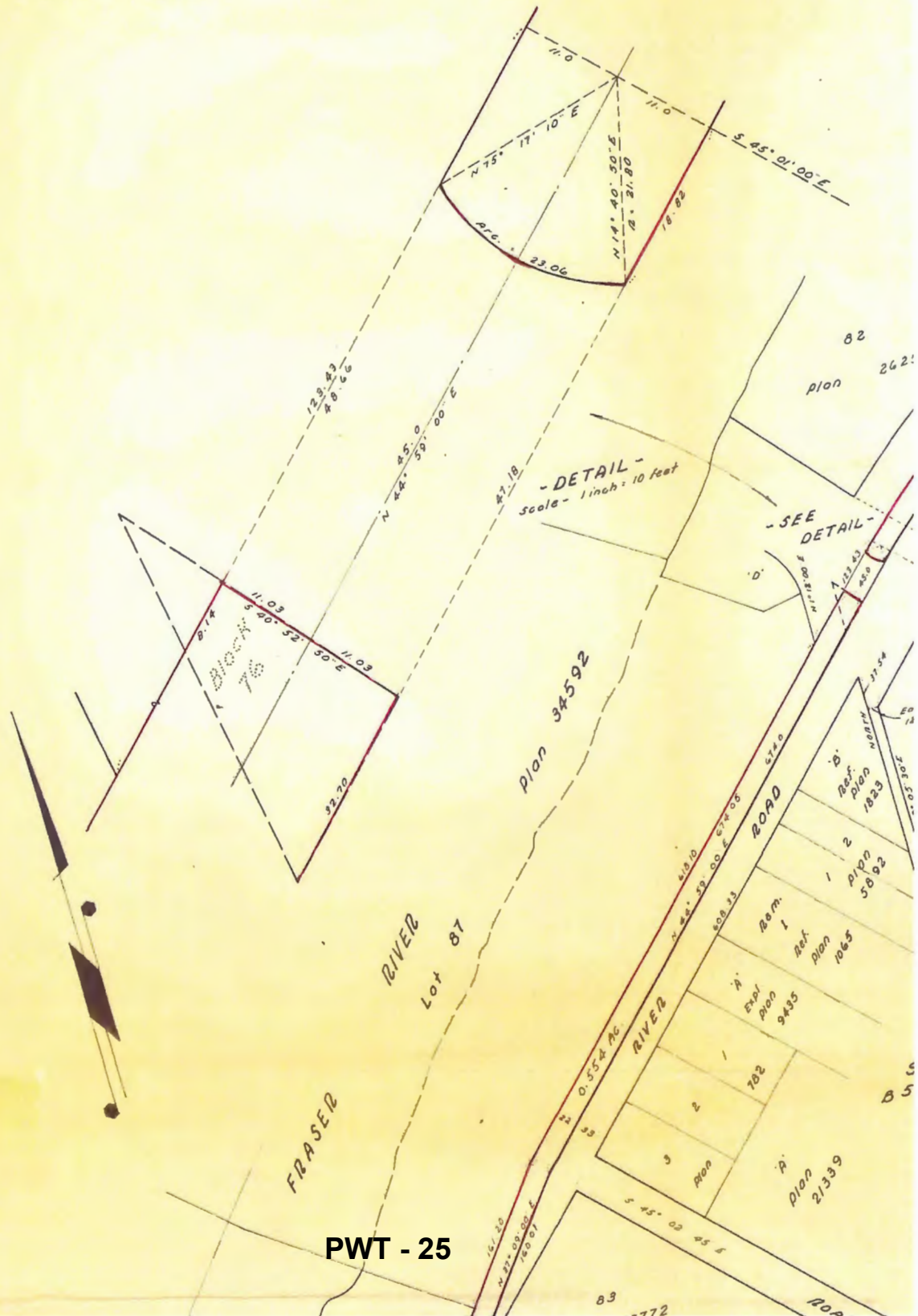
PLAN OF PORTIONS OF SECTIONS 21 AND 28, BLOCK 5 NORTH, RANGE 6 WEST NEW WESTMINSTER DISTRICT.

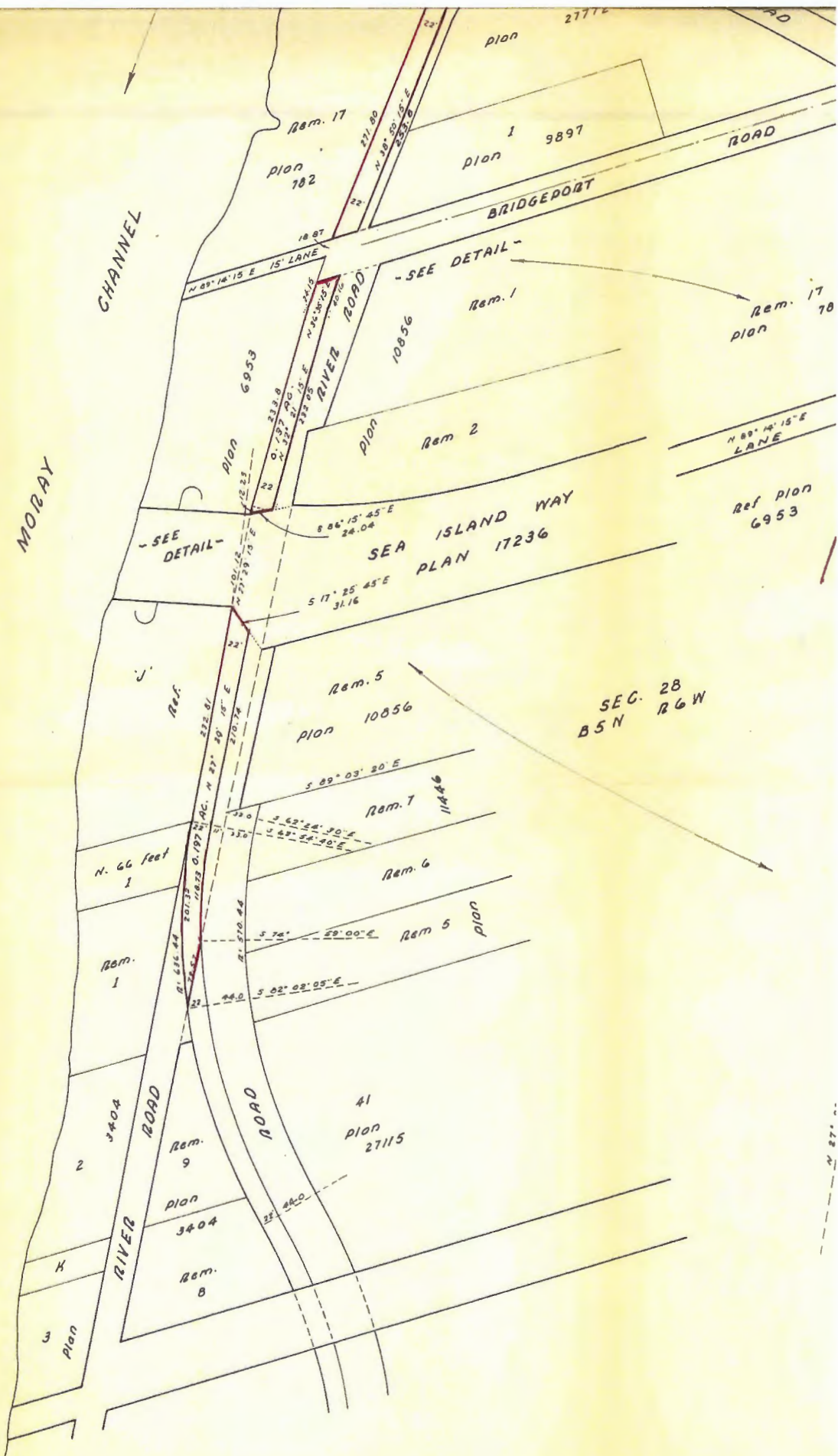
- TO ACCOMPANY HIGHWAY-RAIL USE BY LAW NO. 2636 -

LEGEND -

Scale - 1 inch = 100 feet

Bearings are astronomic derived from
Plan 24665 (Charles St. - East-)





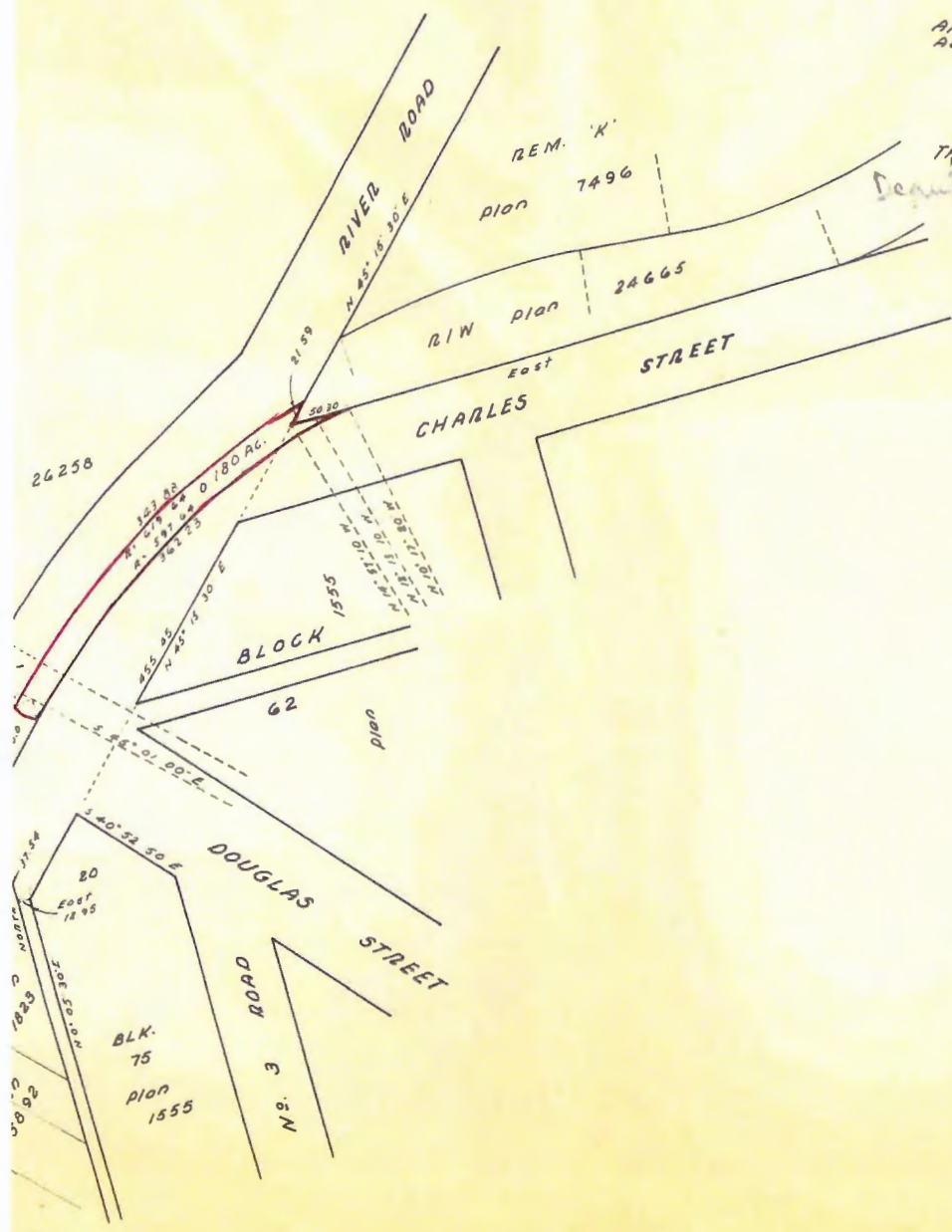
Deposited in the Land Registry
Office of New Westminster B.C.
This 16 day of August 1970

Registrar

Approved under the Land Registry
Act this 16 day of August 1970

W. J. Kennedy
Approving Officer

The Corporation of the Township
of Richmond
Director of Planning

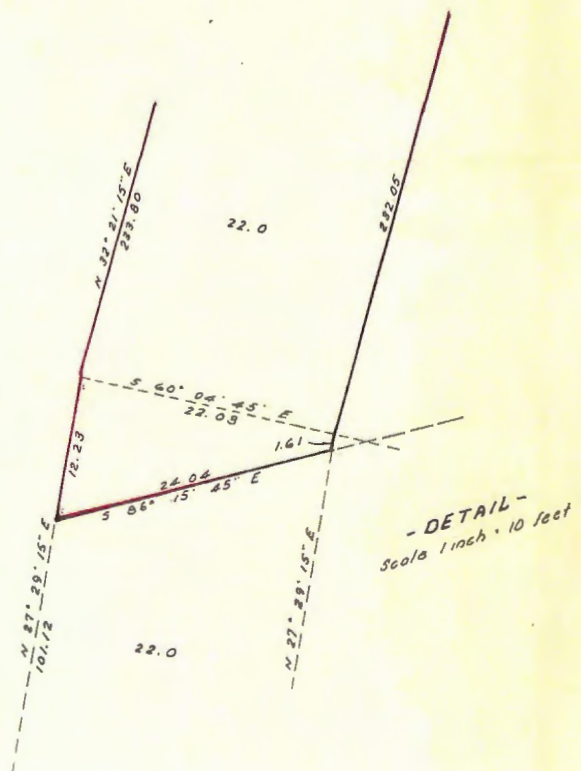
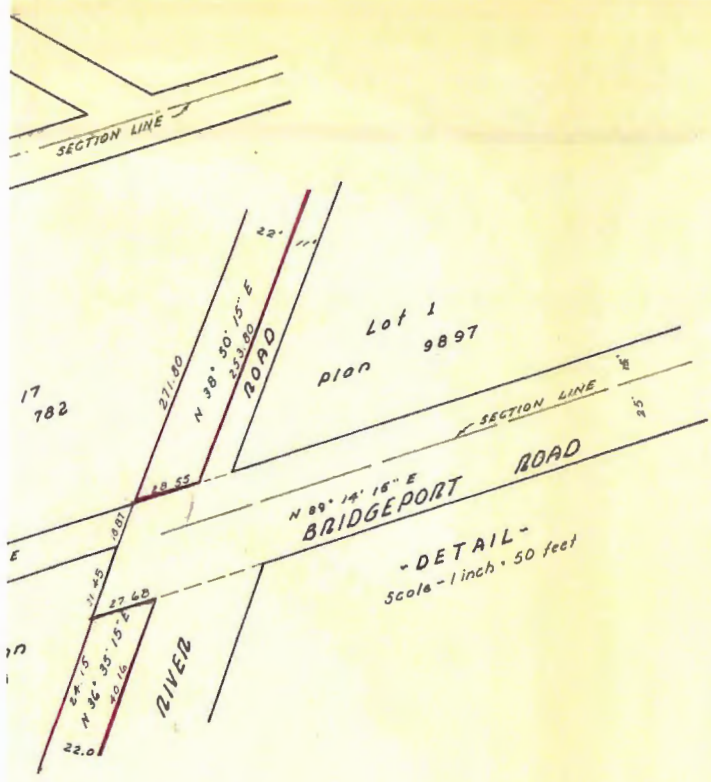


[Signature]
Mayor

[Signature]
Acting Municipal Clerk

The Corporation of the Township
of Richmond

SEC. 21
B 5 N 16 W



Certified correct and compiled from Land Registry Office Records this 10th day of June 1970.

Field
British Columbia Land Surveyor

Source 1/21

PLAN OF A PORTION OF SECTION 12, BLOCK 4 NORTH, RANGE 7 WEST NEW WESTMINSTER DISTRICT.

- TO ACCOMPANY HIGHWAY-RAIL USE BY-LAW NO 2636 -

LEGEND -

Scale 1" = 100 feet
Boundaries are determined from
Plan 4722

SEC 2
B 4 N 27 W B 4.
WESTMINSTER

2 1
PLAN 14897

ROAD

PWT - 29

REM
C

RET PLAN 201

SEC 11
B4N R7W

MS CALLAM

3 A B
PLAN PLAN 16408
12552

GRANTVILLE AVENUE
SEC 14
B4N R7W

PL
SE.

Registered in the Land Registry
Office of New Westminster B.C.
This day of _____ 19__

Registered

Approved by the Land Registry
Office of New Westminster B.C.
This day of _____ 19__

W. Kennedy
Deputy Director

The Commissioner of the Land
Office of New Westminster
Director of Planning

A

PLAN 6282

SEC 1

BAN RTW

HIGHWAY

BAN PLAN 24865

B

PLAN 6282

SEC 12
BAN 127W

PCL I
EX PLAN 14611

Original copies and working drawings
deposited with the Surveyor General
of the Province of Ontario

Kjeld Kjær
Surveyor General - Ontario

PLAN 30615
142

SEC 13. BAN 127W