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**To:** Planning Committee *to Planning-Jul 20, 2004.*  
**Date:** July 8, 2004

**From:** Raul Allueva RZ 04-269188  
Director of Development *file: 12-8020-20-7755/7753.*

**RE:** **APPLICATION BY SANDHILL HOLDINGS AND J.A.B. ENTERPRISES LTD. FOR OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING OF 11000, 11020, 11040, 11080, 11100 NO. 5 ROAD AND 12000 STEVESTON HIGHWAY FROM "AGRICULTURAL DISTRICT (AG1)", "LOCAL COMMERCIAL DISTRICT (C1)" AND "BUSINESS INDUSTRIAL PARK DISTRICT (I3)" TO "AUTOMOBILE-ORIENTED COMMERCIAL DISTRICT (C6)"**

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**Staff Recommendation**

1. That Official Community Plan Amendment Bylaw No. 7753, to redesignate 11000, 11020, 11040, 11080, 11100 No. 5 Road and 12000 Steveston Highway from "Business and Industry" to "Commercial" in Attachment 1 (Generalized Land use Map) and Attachment 2 (Specific Land Use Map) to Schedule 1 of Official Community Plan Bylaw No. 7100, and to amend the Development Permit Area Map in Schedule 2.8A (Ironwood Sub-Area Plan) of Official Community Plan Bylaw No. 7100, be introduced and given first reading.
2. That Bylaw No. 7753, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program;
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw No. 7753, having been considered in accordance with the City Policy on Consultation During OCP Development is hereby deemed not to require further consultation.
4. That Bylaw No. 7755, for the rezoning of 11000, 11020, 11040, 11080 and 11100 No. 5 Road from "Agricultural District (AG1)" to "Automobile-Oriented Commercial District (C6)", and 12000 Steveston Highway from "Local Commercial District (C1)" to "Automobile-Oriented Commercial District (C6)" be introduced and given first reading.

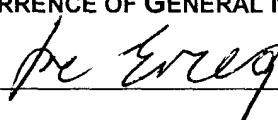
5. That the following recommendation be referred to Public Hearing in accordance with the Agricultural Land Reserve Use, Subdivision and Procedure Regulation:

That authorization for the City of Richmond to apply to the Agricultural Land Commission for the block exclusion of 11000, 11020, 11040, 11080, 11100 No. 5 Road and 12000 Steveston Highway be approved.



Raul Allueva  
Director of Development

RA:jl  
Att. 7

<b>FOR ORIGINATING DIVISION USE ONLY</b>
<b>CONCURRENCE OF GENERAL MANAGER</b>


## Staff Report

### Origin

Sandhill Holdings and J.A.B. Enterprises Ltd. have applied to rezone 11000, 11020, 11040 11080, 11100 No. 5 Road and 12000 Steveston Highway to "Automobile-Oriented Commercial District (C6)" to permit a commercial development with surface parking (**Attachment 1**).

An amendment to the Official Community Plan (OCP) is required to re-designate the properties from industrial to commercial use. Removal of the subject properties from the Agricultural Land Reserve (ALR) is also required.

### Findings of Fact

Item	Existing	Proposed
Owner	11000 No. 5 Road: Neil-Rob Holdings Ltd.; 11020 No. 5 Road: Kirpal Singh Dulai and Amric Kaur Dulai; 11040 No. 5 Road: Leo and Heather Nicolaas; 11080 No. 5 Road: Frank Trager; 11100 No. 5 Road: Kebet Holdings Ltd.; 12000 Steveston Highway: City of Richmond	Sandhill Holdings and J.A.B. Enterprises Ltd.
Applicant	Sandhill Holdings and J.A.B. Enterprises Ltd.	No change
Site Size	7,921 m <sup>2</sup> (85,264 sq.ft.)	6,881 m <sup>2</sup> (74,069 sq.ft.) after road dedication of approximately 1,040 m <sup>2</sup> (11,195 sq.ft.)
Land Uses	Residential and vacant	Commercial
OCP Designation	Business and Industry	Commercial
ALR Designation	In the ALR	Exclusion from ALR is required
Zoning	AG1 (11000 to 11080 No. 5 Road); I3 (11100 No. 5 Road); C1 (12000 Steveston Highway)	C6

### Project Description

The applicant proposes to develop two commercial buildings on the subject site (site area will be 6,881 m<sup>2</sup> (74,069 sq.ft.) after road dedication). A freestanding building, approximately 186 m<sup>2</sup> (2,000 sq.ft.) in area, is proposed to be located at the corner of Steveston Highway and No. 5 Road. A second building, containing approximately 1,579 m<sup>2</sup> (17,000 sq.ft.) of ground level retail space and approximately 929 m<sup>2</sup> (10,000 sq.ft.) of second floor office space, will be sited south of the restaurant building.

The proposed development will contain a total of approximately 2,694 m<sup>2</sup> (29,000 sq.ft.) of floor area. The floor area ratio of the proposed development will be 0.39 and the site coverage is approximately 25%. A site plan and preliminary elevations are included as **Attachment 2**.

The site contains approximately 118 surface parking spaces (116 permanent and 2 temporary) for use by customers. Access to the site is from two driveways on No. 5 Road and a rear lane. The southernmost driveway access, which will accommodate full turning movements, is aligned with the driveway to the Ironwood Shopping Centre on the west side of No. 5 Road. The northern driveway access onto No. 5 Road will be restricted to right-in, right-out movements only.

### **Site Context**

The site context is as follows:

North:	Across Steveston Highway is a vacant lot (former gas station) and Fantasy Gardens (zoned BG2)
East:	Residential lot (zoned AG1) and industrial building (zoned I3)
South:	Residential lots (zoned AG1)
West:	Across No. 5 Road is a service station (zoned CD/57) and commercial use (zoned C3)

### **Consultation**

The City's Consultation Policy No. 5039 (adopted April 22, 2002) was created in order to meet the requirements of the *Local Government Act* that for the preparation or amendment of any OCP, local governments must provide one or more opportunities (as deemed appropriate) for consultation with persons, organizations, and agencies that are deemed to be affected.

The OCP amendment proposed in this application will require a statutory Public Hearing. The Consultation Policy provides for additional consultation (prior to First Reading of an amending bylaw) with other affected groups, including adjacent municipalities, the regional district, school boards, Provincial or Federal agencies, or First Nations.

Staff have reviewed the list of agencies that could be consulted and have determined that the area residents, businesses and property owners would most likely be interested in the development proposal. The owners of adjacent properties that are still in the ALR (12060 Steveston Highway, 11120 and 11200 No. 5 Road) were contacted about being included in a block exclusion application to the Agricultural Land Commission (ALC). As a result, they were notified about the nature of the development proposal.

### **Staff Comments**

The subject properties are part of a group of nine lots that were not removed from the ALR when surrounding land was excluded in 1988 for the Riverside Industrial Park. An application to the Agricultural Land Commission (ALC) to exclude the properties is required.

The subject properties are designated in the OCP as "Business and Industry". An amendment to "Commercial" land use designation is required to facilitate the development proposal.

The new commercial development should follow the design guidelines for the Ironwood Area. An OCP amendment is required to amend the Development Permit Area boundary in the Ironwood Sub-Area Plan to include the remaining small parcels on the east side of No. 5 Road that have not yet redeveloped.

Transportation and Engineering requirements have been identified for this application, and are provided in **Attachment 3**. The applicant is aware of and has agreed to the requirements.

## **Analysis**

### Purchase of City Property

The property at 12000 Steveston Highway is currently owned by the City. The Transportation Department has determined the amount and configuration of land remaining after portions of the property are incorporated into the Steveston Highway right-of-way. The applicant has incorporated the proper site area into the plans and has agreed in writing to purchase the remainder of land from the City at fair market value.

### Agricultural Land Reserve Exclusion

The nine properties at the corner of No. 5 Road and Steveston Highway were not excluded from the ALR in 1988 when surrounding lands were taken out for industrial development. In order to accommodate the proposed commercial development, an application to the ALC to exclude the subject six (6) properties from the ALR is required.

Rather than have the applicant and other owners of ALR land in the area apply individually to exclude their land from the ALR, the City agreed to initiate a block exclusion application on behalf of the applicant and owners.

There are two property owners of the remaining three lots in the ALR that are not part of the subject rezoning application. They were notified of the application and surveyed about whether they would support being part of an application. The owner of 12060 Steveston Highway does not support being part of an exclusion application. No response was received from the owner of 11120 and 11200 No. 5 Road.

Each of the nine properties are less than 2 acres in size and were all on separate Certificates of Title as of December 21, 1972. Therefore, they are not subject to the *Agricultural Land Commission Act*. None of the properties are currently being farmed and it is unlikely that they ever will.

In 2001, the ALC reviewed the City's new OCP and Area Plans. It identified some isolated ALR properties in the Shellmont Area and requested that a block exclusion application come forward in order to remove these remnant parcels from the ALR (Commission Resolution #169/1999). A letter dated March 12, 2001 from the ALC is included as **Attachment 4** and the relevant passage is found in Section 4.b. on page 3 of the letter.

Rather than proceed with a block exclusion at that time, the City chose to wait until an actual development proposal for the lands was submitted. Now that a rezoning application has been made, it is appropriate to apply for ALR exclusion for a block of consenting properties.

On May 19, 2004, the City's Agricultural Advisory Committee (AAC) reviewed the proposal to exclude the subject properties from the ALR. The AAC did not have any objections to the proposed exclusion.

Given that one property owner does not want to be removed from the ALR and responses were not received from the owners of two properties, Staff suggest an application to remove only the subject six (6) properties. **Attachment 5** illustrates the area proposed to be submitted for a block exclusion.

#### Official Community Plan and Zoning Bylaw Amendments

The subject properties are currently designated "Business and Industry" in the OCP and located within the Riverside Industrial Park. Much of the industrial park has developed to the south and east of the subject properties.

Commercial uses in the area include Ironwood Shopping Centre, which is directly across the street from the subject properties on the west side of No. 5 Road, and Fantasy Gardens, which is on the north side of Steveston Highway.

The applicant envisions a commercial development on the properties to complement Ironwood Shopping Centre. The proposed zoning is C6 (Automobile-Oriented Commercial District) which allows for a range of commercial and light industrial uses. The site plan indicates space for a freestanding restaurant, approximately 4 ground level retail units and second floor offices. This proposal is generally consistent with the commercial uses at this intersection.

The subject site has approximately 155 m (508 ft.) of frontage along No. 5 Road and is 50.3 m (165 ft.) in depth. Given its wide and shallow configuration, it would be difficult for the site (and remaining three lots to the south that are not part of this application) to develop with traditional industrial warehouse uses.

Staff therefore support the recommended amendments to OCP land use designation and proposed zoning.

## Circulation and Access

### *Road Dedication and Access*

Approximately 1,040 m<sup>2</sup> (11,195 sq.ft.) of land along the subject site's No. 5 Road and Steveston Highway frontages are required to accommodate additional turning lanes and facilitate movement in the area.

The development plan proposes two driveway accesses onto No. 5 Road. No access is permitted directly onto Steveston Highway.

The south driveway access to No. 5 Road must be aligned with the driveway to Ironwood Shopping Centre in order to allow for full turning movements. The north driveway access is proposed to be restricted to right-in, right-out only.

The Ministry of Transportation conducted a preliminary review of the proposed development and has requested submission of a Traffic Impact Study (**Attachment 6**). Approval by the Ministry will be a condition of the rezoning application.

### *Major Intersection Improvements*

The purpose of the aforementioned road dedication is to facilitate major intersection improvements to the No. 5 Road and Steveston Highway intersection. As this is a major intersection, the improvements are covered under the Development Cost Charge (DCC) Program.

Given the amount of road dedication and frontage improvements that are applicable to this development proposal, the applicant will be eligible for DCC credits for the road component of the frontage works. As the required road dedication is a function of the intersection improvements which are covered by DCCs, the City also agrees to provide the applicant with a rebate for the cost of the land along No. 5 Road that will be dedicated for intersection and road improvements. The cost of the dedicated land will be determined based on an approved appraisal at fair market value, and will be applied as a credit against the purchase of the City land (12000 Steveston Highway) by the applicant.

### *Lane Access*

When the industrial property to the east developed, public rights-of-passage were registered over a 6 m (19.7 ft.) wide portion along its west property line (which abuts the rear property lines of the subject properties) for future development of a lane to serve properties fronting on No. 5 Road. When properties along No. 5 Road developed, presumably with industrial uses, an additional 4 m (13 ft.) of public rights-of-passage would be registered in order to create a 10 m (33 ft.) wide industrial standard lane.

Creation of the lane to proper City standards was not a requirement of the earlier industrial development because there was no need to open it up for use at the time. Hence, there was no Servicing Agreement for the lane. When the building was developed, the land for the lane was left in its natural state. Since the time of the industrial development, the land for the lane has been raised and paved.

The Transportation Department has reviewed the proposal and determined that a 6 m (19.7 ft.) wide lane is adequate for commercial purposes. Therefore, no additional public rights-of-passage for the lane are required from the subject properties.

#### Future Development Permit Requirements

The commercial developments on the west side of No. 5 Road are subject to the stringent Development Permit Area design guidelines outlined in the Ironwood Sub-Area Plan. As part of the OCP amendments, the Ironwood Sub-Area Plan is proposed to be amended to add the properties on the east side of No. 5 Road to the Development Permit Area.

This would enable the Ironwood Design Guidelines to be applied to the project at the Development Permit (DP) stage. Application of and adherence to the design guidelines are critical to this site because it is in a “gateway” location at the corner of No. 5 Road and Steveston Highway. The preliminary site design has not been developed to a sufficient degree to evaluate it against the Ironwood Design Guidelines.

During the future Development Permit review stage, particular attention will be paid to landscaping, pedestrian connections and amenities, and building design and character. The new development should meet or exceed the overall quality of Ironwood and make a positive contribution to the neighbourhood. Amendments to the preliminary building elevations and site layout may be refined at the DP stage to fully address the design guidelines.

#### Parking

The proposal requires a total of 118 parking stalls which provides for 186 m<sup>2</sup> (2,000 sq.ft.) of restaurant space. While the development does provide 118 parking stalls on-site, two (2) of the stalls are temporary stalls that will be removed once shared access to the adjacent lot to the south (11120 No. 5 Road) is made operational. Based on the applicant’s preliminary plans, a parking variance of 2 stalls is shown.

The parking variance is quite minor and is likely to be negligible in terms of any potential parking problem in the area; however, it is not endorsed at this stage of application. It is identified as an outstanding issue which is required to be resolved in the context of the overall design of the site at the DP stage. Minor variances to the depth of some parking stalls and width of the drive aisles in some areas is also shown in the preliminary site plan to accommodate the parking requirements.

The overall design of the site, including review of any variances requested, will be assessed at the Development Permit stage.

#### **Financial Impact**

None.




## Conclusion

The proposed land use is compatible with surrounding development and would complement existing uses. Additional commercial uses in this area would benefit the growing numbers of area employees and nearby residents.

Adherence to the Ironwood Design Guidelines will be required as part of the DP process. Minor relaxations to parking requirements will be required to be resolved as part of the detailed review of the site layout and design at the DP stage. Further information related to traffic will be required to be completed to address outstanding traffic operation issues, etc.

The list of rezoning conditions is included as **Attachment 7**. The applicant has agreed to these conditions; a signed acceptance of the conditions is on file.

Staff are satisfied that the outstanding issues can be resolved as part of the final rezoning and DP refinement, and can support the application based on the preliminary information provided. It is recommended that this application be approved to proceed.



Janet Lee  
Planner 2  
(4108)

JL:cas

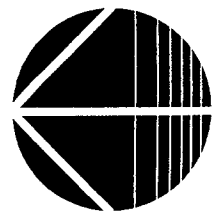
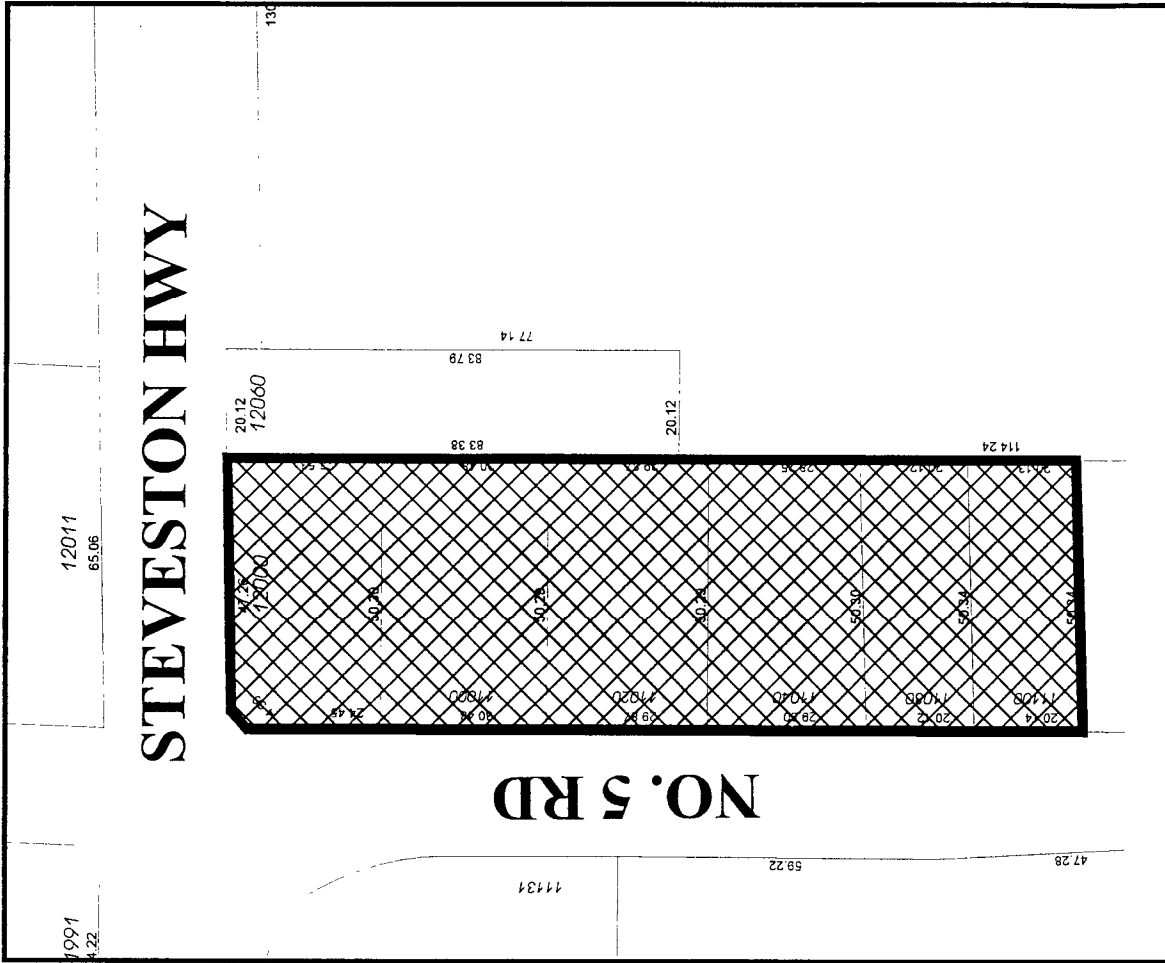
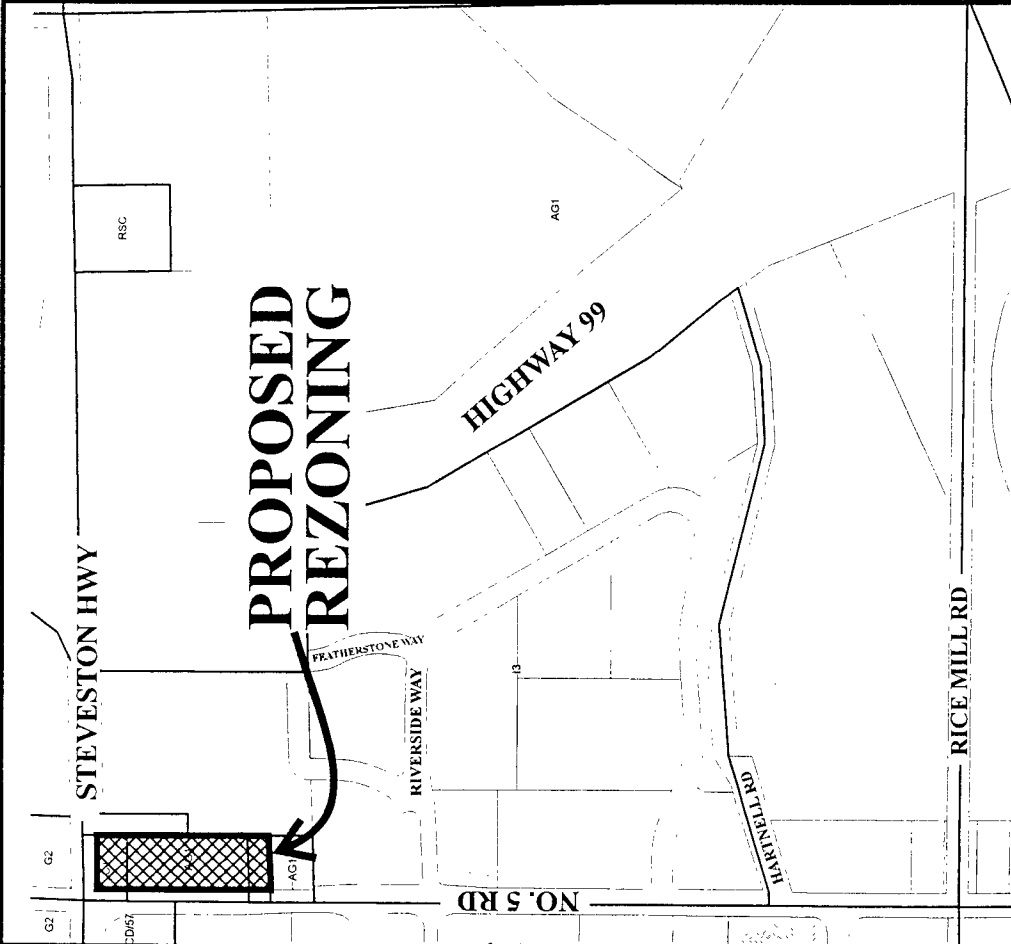
There are requirements to be dealt with prior to final adoption:

1. Ministry of Transportation approval.
2. Agricultural Land Commission approval required for exclusion of properties from the Agricultural Land Reserve.
3. Purchase of City property (12000 Steveston Highway) at fair market value.
4. Legal requirements, specifically:
  - a. Road dedication along the entire No. 5 Road and Steveston Highway frontages, with applicable DCC credits for No. 5 Road, including the required road frontage upgrade and land requirements.
  - b. Registration of a cross access agreement allowing access to/from the future development site to the south (11120 No. 5 Road) and to the east (12060 Steveston Highway).
5. Development requirements, specifically:
  - a. Consolidation of all the lots into one or more development parcels (which will require the demolition of the existing dwellings).
  - b. The submission and processing of a Development Permit completed to a level deemed acceptable by the Director of Development.
  - c. A minor Traffic Analysis is required to:
    - i. confirm the feasibility and improvements for a full movement access in line with Ironwood's driveway as well as a right-in, right-out only access to the north;
    - ii. assess the impact of the proposed development on the surrounding road network, including operation of the lane, and provide recommendations on road and traffic improvements on No. 5 Road from Steveston Highway to Riverside Way; and how pedestrian movements can be accommodated between Ironwood Mall and the subject development;

- iii. carry out a parking supply and demand analysis, if a parking variance is ultimately requested; and
  - iv. prepare a functional design for No. 5 Road improvements from Steveston Highway to Riverside Way.
- d. Enter into a Servicing Agreement for:
- i. the off-site improvements along No. 5 Road for the frontage of the subject properties only, which include: pavement widening to extend the northbound right turn lane (3.7 m ), 2 m wide concrete sidewalk and 1.5 m wide grassed and trees boulevard.



# City of Richmond



## RZ 04-269188

Original Date: 05/04/04

Revision Date: 07/06/04

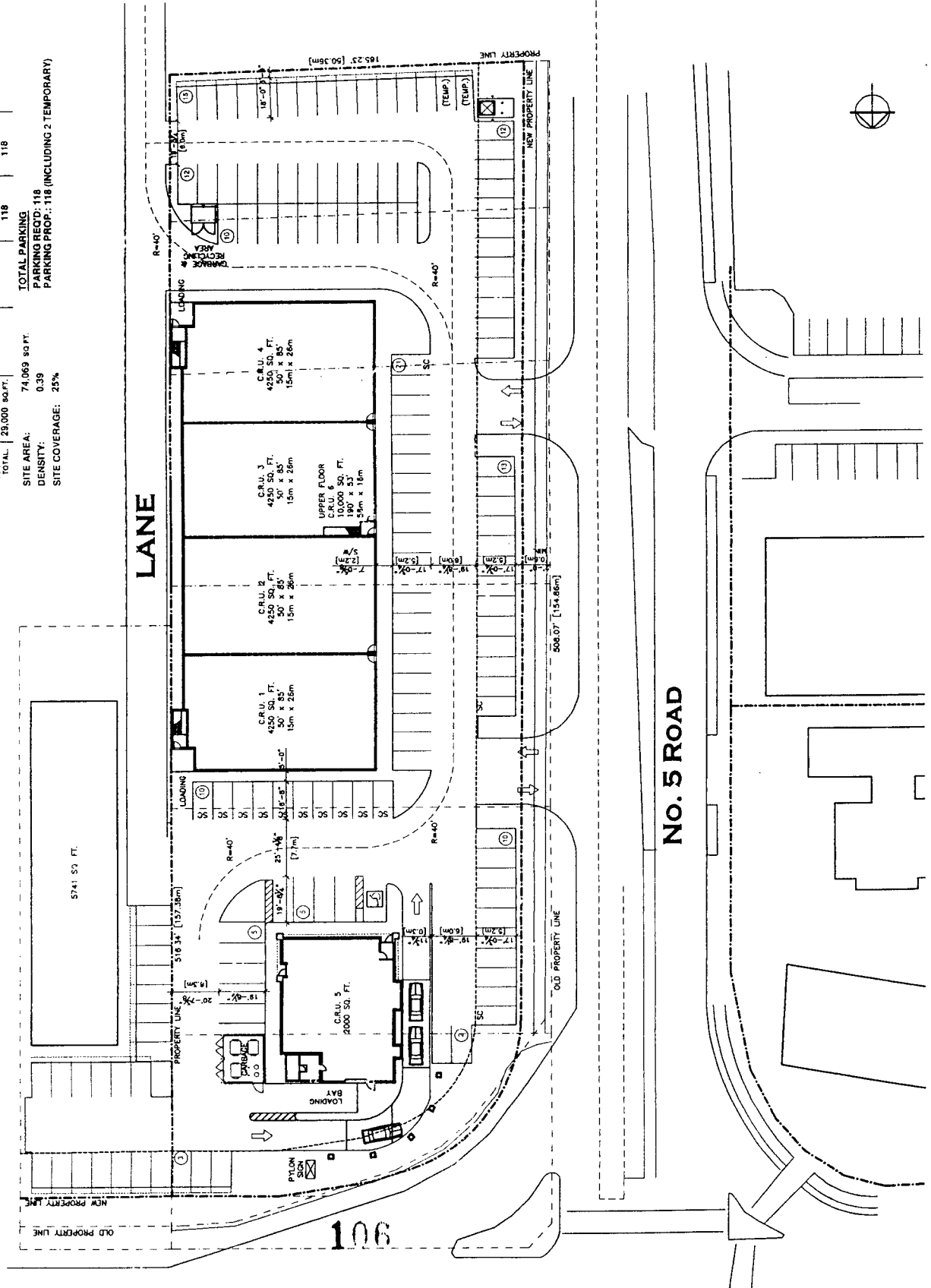
Note: Dimensions are in METRES

NOTES  
SC = SMALL CAR

BUILDING AREA & PARKING SUMMARY:

BUILDING AREA	USE	PARKING	PARKING REQUIRED	PARKING PROPOSED
C.R.U. 1	4,250 SQ.FT. RETAIL	4,100 m2	17	17
C.R.U. 2	4,250 SQ.FT. RETAIL	4,100 m2	17	17
C.R.U. 3	4,250 SQ.FT. RETAIL	4,100 m2	17	17
C.R.U. 4	4,250 SQ.FT. RETAIL	4,100 m2	17	17
C.R.U. 5	2,000 SQ.FT. RESTAURANT	10,100 m2	20	20
C.R.U. 6	10,000 SQ.FT. OFFICE	3,100 m2	30	30
TOTAL	29,000 SQ.FT.		118	118

TOTAL PARKING  
PARKING REQ'D: 118  
PARKING PROP.: 118 (INCLUDING 2 TEMPORARY)  
DENSITY: 0.39  
SITE COVERAGE: 25%



**PATRICK COTTER ARCHITECT INC.**  
139 146 STREET DR. #100  
FALL RIVER, MA 01931  
TEL: 508-649-1111  
CELL: 508-649-1111  
WWW.PATRICKCOTTER.COM

PROJECT: NO. 5 ROAD COMMERCIAL DEVELOPMENT

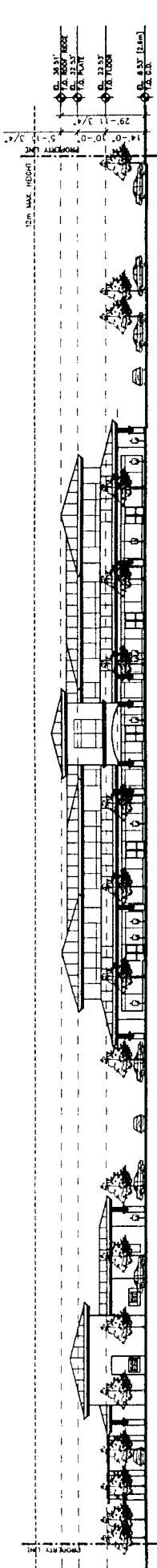
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NO.	DATE	DESCRIPTION
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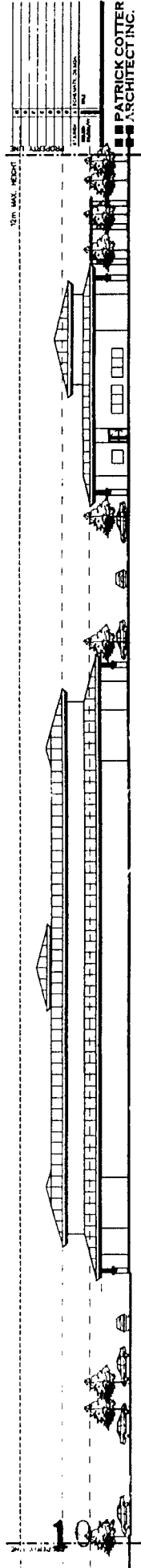
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A-101

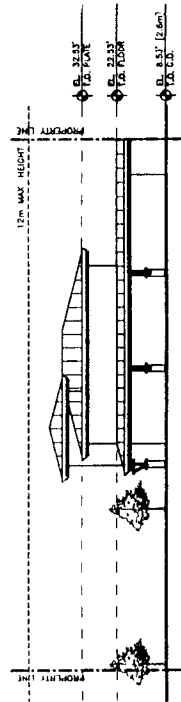
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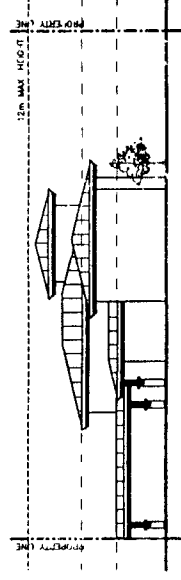
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AT DRIVE AISLE  
SCALE: 1/16" = 1'-0"



2  
304  
STREETSCAPE EAST ELEVATION  
AT LANE  
SCALE: 1/16" = 1'-0"



3  
304  
STREETSCAPE SOUTH ELEVATION  
AT DRIVE AISLE  
SCALE: 1/16" = 1'-0"



4  
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STREETSCAPE NORTH ELEVATION  
AT DRIVE THRU LANE  
SCALE: 1/16" = 1'-0"

NO. 5 ROAD  
COMMERCIAL DEVELOPMENT

DATE: 10/11/11

PROJECT NO: 11-001

SCALE: 1/16" = 1'-0"

PROJECT TITLE: STREETSCAPE ELEVATIONS

DESIGNED BY: [Name]

CHECKED BY: [Name]

DATE: 10/11/11

PROJECT NO: 11-001

SCALE: 1/16" = 1'-0"

PROJECT TITLE: STREETSCAPE ELEVATIONS

PROJECT NO: [Number]

DATE: [Date]

SCALE: 1/16" = 1'-0"

PROJECT TITLE: STREETSCAPE ELEVATIONS

A-301

**ATTACHMENT 3****Transportation and Engineering Requirements for 11000 to 11100 No. 5 Road and  
12000 Steveston Highway**Transportation

1. A traffic analysis is required to:
  - a. confirm the feasibility and improvements for a full movement access in line with Ironwood's driveway as well as a right-in, right-out only access to the north;
  - b. assess the impact of the proposed development on the surrounding road network, including operation of the lane, and provide recommendations on road and traffic improvements on No. 5 Road from Steveston Highway to Riverside Way; and how pedestrian movements can be accommodated between Ironwood Mall and the subject development;
  - c. carry out a parking supply and demand analysis, if a parking variance is ultimately requested; and
  - d. prepare a functional design for No. 5 Road improvements from Steveston Highway to Riverside Way.
2. Road dedication is required on:
  - a. Steveston Highway to line up with the north property line of 11188 Featherstone Way, and road right-of-way requirements to complete the channelized right-turn lane, prior to the sale of the remainder of the City property (12000 Steveston Highway);
  - b. No. 5 Road to extend the northbound right-turn lane to Riverside Way plus 2.0 m wide sidewalk and 1.5 m wide treed boulevard along entire frontage. Additional dedication may be required to accommodate a southbound left-turn lane into the proposed development, subject to City's review of the traffic study.
3. Cross-access agreements are required to serve adjacent properties to the east and south.
4. The Ministry of Transportation has statutory authority to approve the Rezoning Bylaw at this location; therefore they should be consulted on their requirements. Preliminary comments have been received (on file) from Ministry of Transportation, indicating that the proposal may be approved subject to detailed assessment of traffic issues.

Engineering Works and Services

The site can be serviced with all the relevant utilities. Service connections will be determined at the Building Permit stage. Transportation has provided the road dedication and access requirements.

Prior to final adoption the following requirements are to be met.

1. Road dedication as required.

2. Enter into a Servicing Agreement for the off-site improvements along No. 5 Road for the frontage of the subject properties only, which include: pavement widening to extend the northbound right turn lane (3.7 m), 2 m wide concrete sidewalk and 1.5 m wide grassed and treed boulevard.
3. Consolidation of all the parcels into one or more development sites.



## Land Reserve Commission

*Working Farms, Working Forests*PHOTOCOPIED  
& DISTRIBUTED

DATE: Mar 29/01 ES

TO: DIRECTOR & COUNCILLORS  
FOR INFORMATION  
Acting City ClerkPC: Manager, Policy  
Planning  
for appropriate action

Reply to the attention of Tony Pellett

JRM		
DW	DW	
KY		
AS		
DR		
SF		

B/L 7190

xr: B/L 7215

12 March 2001

City of Richmond  
6911 No. 3 Road  
Richmond BC V6Y 2C1

Attention: Mayor Greg Halsey-Brandt and members of Council

Re: **Richmond Official Community Plan and Neighbourhood Plans** — our file #O-32237

This letter is intended to provide the Land Reserve Commission's formal response to the referral of Sub-Area Plans for Terra Nova, Ash Street and McLellan North and also to bring forward a number of unfinished items from the Commission's response to the 1999 referral of the base Official Community Plan for the City of Richmond.

1. **Thompson Area Terra Nova Sub-Area Plan**

By letter of 14 February 2001, Commission staff provided comments on this Sub-Area Plan.

**By Resolution #91/2001, the Commission confirms these comments and advises it has no concerns with the Terra Nova Sub-Area Plan.**

2. **Broadmoor Area Ash Street Sub-Area Plan**

By letter of 14 February 2001, Commission staff provided comments on this Sub-Area Plan, including the comment that the separation provided by No. 4 Road obviates the need to have the development permit area for the protection of farming apply to single family residences. During the 23 February 2001 meeting on the Richmond Agriculture Strategy, staff elaborated on the comment that under Section 879(1)(c) of the *Local Government Act*, development permit areas for the protection of farming may be applied to single family residences – i.e. they are not limited to multi-family residential development as in the case of Section 879(1)(e).

**By Resolution #91/2001, the Commission confirms these comments and advises it has no concerns with the Ash Street Sub-Area Plan.**

3. **City Centre McLellan North Sub-Area Plan**

The proposed amendment of this Sub-Area Plan was received 02 March 2001, just in time to be considered at the recent Commission meeting. The Commission was prepared to consider this proposal even though staff were unable to find a copy of the original Sub-Area Plan in our files. The Commission notes that the McLellan North Sub-Area adjoins the ALR on two sides.

**By Resolution #91/2001, the Commission advises it has no concerns with the proposed McLellan North Sub-Area Plan amendments subject to the same level of DPA protection for farming on each ALR interface as provided on the No. 4 Road interface in the Ash Street Sub-Area Plan.**

Once the McLellan North Sub-Area Plan has been amended, would you please supply a copy of the amended plan for our files?





#### 4. Richmond OCP outstanding issues

Early in 1999, the Commission enacted Resolution #167/1999, endorsing the 08 December 1998 draft of the Richmond OCP subject to some detailed recommendations and suggestions, notably one related to a proposal to prepare an *agricultural lands strategy to improve viability*. Now that the Agriculture Strategy is nearing completion, the Commission considers it is timely to provide an update of its recommendations and suggestions. Given that the draft Agriculture Strategy contains a policy to “maintain the existing ALR boundary in Richmond, and do not support a change to the boundary to permit a non-agricultural use, unless there is a substantial net benefit to agriculture and that the agricultural stakeholders are fully consulted”, the most urgent items are those under which the Resolution #167/1999 recommended Richmond undertake “block” applications to amend the existing ALR boundary.

##### a. River Road Agri-Industrial Area

A 1986 review of the Richmond OCP identified an area along River Road requiring further study. Following a 1987 study, Commission Resolution #1014/1987 identified an area to be excluded from the ALR and an area for agri-industrial use within the ALR. In 1999, Commission Resolution #167/1999 included a recommendation that Richmond proceed with the exclusion by means of a “block” application. Resolution #167/1999 did not comment on the omission of the proposed agri-industrial use within the ALR (shown simply for Agriculture on the OCP map). In 2000, Council proceeded with a public hearing on a block application to exclude most of the recommended area, but withdrew a portion of the area from the ALR following public opposition. Owners of land in the area originally recommended for agri-industrial use within the ALR asked to form part of the exclusion, but Council declined. Commission Resolution #362/2000 allowed the requested exclusion, but did not give direction on the rest of the area south of River Road. Given that the OCP map still shows the ALR boundary following the original Commission recommendation from 1987 and given that the OCP also identifies some environmentally sensitive areas within the agri-industrial area proposed in 1987, some clarification is now needed.

By Resolution #91/2001, the Commission asks Richmond to modify its OCP by relocating the depiction of the ALR boundary to follow the actual ALR boundary along the east side of the Kartner Road allowance and

- either to extend the Business and Industry designation to No. 8 Road in conjunction with a text amendment referring to the Commission’s 1987 recommendation that agri-industrial development occur within the ALR in this area
- or to delete the Business and Industry designation east of Kartner Road.

We also ask that the City check with the Fraser Port Authority as to the timing of their proposed application for exclusion of the lands north of River Road. If that application is not proceeding in a timely manner, it may be appropriate to incorporate those lands into a broader “block” application. See attached Drawing 1, identifying areas of discussion.

... 3

**b. Isolated ALR Blocks in the Shellmont Area**

Commission Resolution #169/1999 recommended Council come forward with an ALR application or applications to “properly render the ALR boundary”. Following exclusion applications approved in 1988, some small areas remain in the ALR between No. 5 Road and Highway 99, south from Steveston Highway.

By Resolution #91/2001, the Commission asks that these areas form part of a “block” application to exclude land from the ALR. See attached Drawing 2.

**c. Sea Island ALR Blocks**

Commission Resolution #169/1999 suggested Council amend the draft OCP to show the entire ALR boundary within Richmond. Council did not do and the Sea Island ALR blocks are still not shown on the OCP map. The Commission has now reconsidered this 1999 recommendation and its 1986 recommendation that the ALR boundary on Sea Island be amended by excluding from the ALR those lands taken into Vancouver International Airport and including into the ALR those non-ALR areas of Sea Island lying to the north of Vancouver International Airport. In its reconsideration, the Commission questioned whether there is any point in trying to work toward eventual agricultural use of this area, given that

- The Airport now extends much farther north than anticipated in 1986.
- The remaining  $\pm$  300 m strip of federal lands north of the Airport is partly used for airport infrastructure and partly as recreational lands,
- The abandoned residential area has not been reclaimed to an agricultural standard,
- Agricultural capability mapping is unavailable for the rest of the area, even though it once grew excellent vegetables and
- The Richmond Agriculture Strategy is not considering Sea Island.

By Resolution #91/2001, the Commission accepts that the Sea Island lands may have no agricultural future and asks Council to incorporate at least the Airport lands and possibly the entire Sea Island ALR into its block exclusion application. Nevertheless, if Council decides to retain the ALR designation north of the Airport or to include lands into the ALR as requested in 1986, the Commission would have no objection. See drawing 3, showing three options – total exclusion, exclusion of the Airport only, or exclusion of the Airport combined with inclusion of non-ALR areas north of the Airport.

**d. Federal Lands on Lulu Island**

In 1999, the Commission did not object to the Public and Open Space Use designation applied to the federal lands north of Westminster Highway on either side of No. 4 Road. The Commission has become aware that the Federal Government is considering devolution of these lands and wishes the City to be aware that upon devolution, the lands will be fully affected by the ALR designation.

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Richmond Mayor & Council  
12 March 2001 — page 4

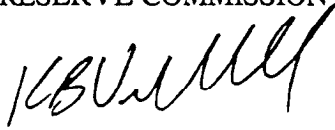
**By Resolution #91/2001, the Commission advises that its 1999 endorsement of the Public and Open Space Use designation for ± 130 ha of prime farmland should not be inferred as endorsement of a non-agricultural future for all federal ALR lands on Lulu Island.**

If the City requires clarification regarding any of the foregoing points, please do not hesitate to contact Tony Pellett of this office at 660-7019.

Yours truly

LAND RESERVE COMMISSION

per:



A. Chambers, Chair

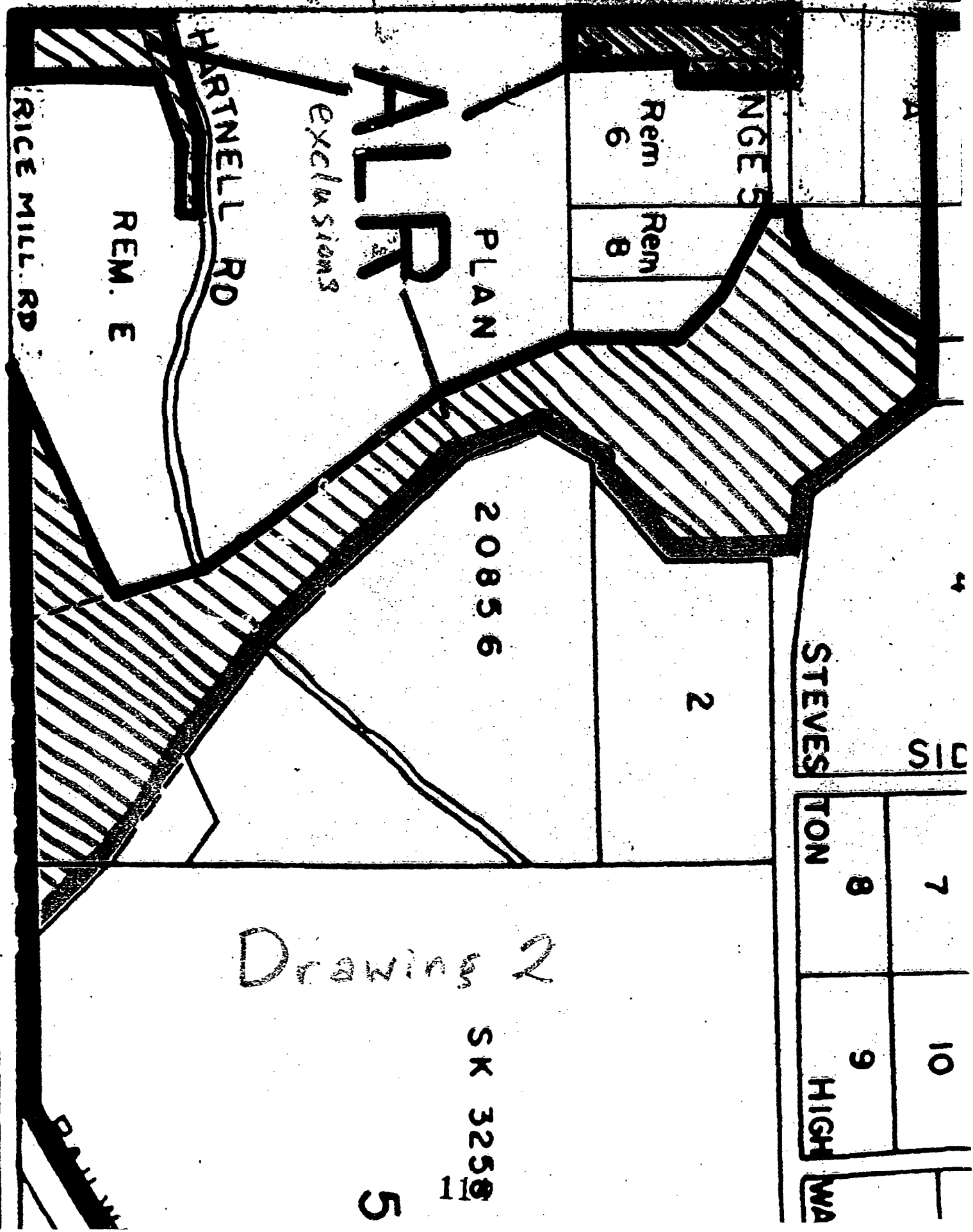
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cc: Dave Melnychuk, Regional Agrologist · MAFF Abbotsford

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32237 d2

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ALR PLAN  
Exclusions

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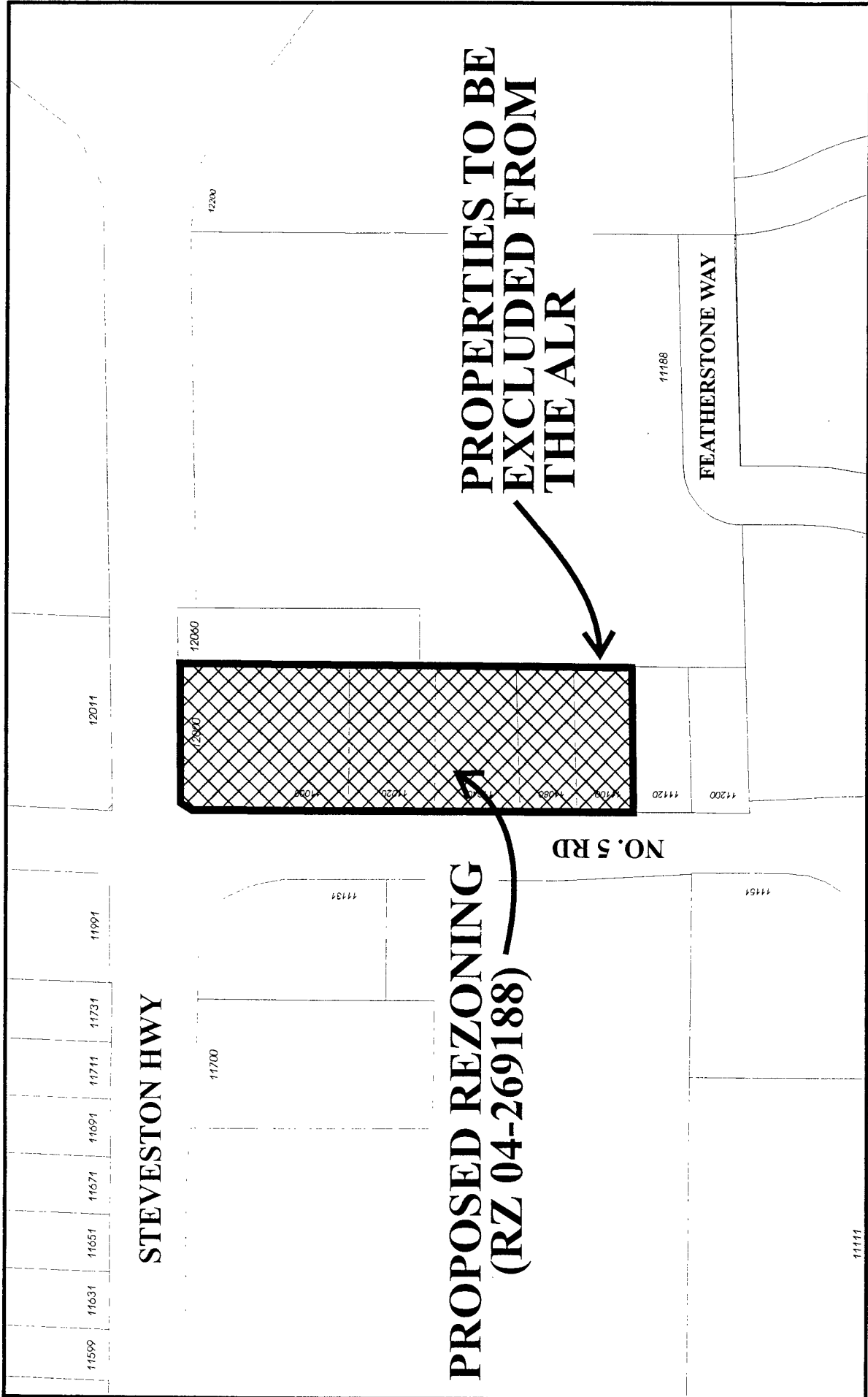
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Drawing 2

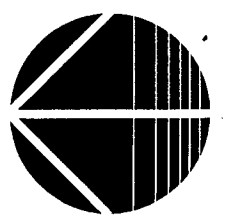
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**PROPERTIES TO BE EXCLUDED FROM THE ALR**

**PROPOSED REZONING (RZ 04-269188)**



**Proposed Block Agricultural Land Reserve Exclusion Application by the City of Richmond**

Original Date: 05/26/04  
 Revision Date: 07/06/04  
 Note: Dimensions are in METRES



File: 01-006-21548

July 5, 2004

City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Attention: Holger Burke, MCIP  
Development Coordinator

Dear Mr. Burke:

Re: **Proposed Rezoning – Your File: RZ 04-269188**  
**Steveston Highway at No. 5 Road – SE Corner**

We have reviewed your application of May 7, 2004, along with a revised site plan submitted by the applicant on June 7, 2004, and have the following comments.

- Direct access from Steveston Highway east of No. 5 Road is not permitted. The applicant's revised site plan addresses this issue.
- A review of the traffic generation for the proposed site plan indicates that the development will generate over 200 vehicle trips in the weekday PM peak hour. We require that a Traffic Impact Study (TIS) in accordance with our Site Impact Analysis Requirements Manual be completed for any development which generates over 100 new vehicle trips on the road network. Of particular concern is the impact of the development upon the east leg of the Steveston Highway/No. 5 Road intersection.

Once we have received the TIS we will be able to proceed with our review of this application.

Should you have any questions, please call.

Yours truly,

Jeffrey Moore, ASCT  
Area Development & Operations Technician  
e-mail: [Jeffrey.Moore@gems6.gov.bc.ca](mailto:Jeffrey.Moore@gems6.gov.bc.ca)

JM

Copy: Amar Sandhu, Sandhill Development Ltd.

Ministry of  
Transportation

Lower Mainland District  
South Coast Region

Mailing Address:  
#200 - 1065 Columbia  
Street  
New Westminster, BC  
V3M 6H7

Telephone: (604) 660-8304  
Facsimile: (604) 660-8371

Web Address:  
[www.gov.bc.ca/tran](http://www.gov.bc.ca/tran)

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July 9, 2004

**Conditional Rezoning Requirements**  
**11000, 11020, 11040, 11080, 11100 No. 5 Road and 12000 Steveston Highway**  
**RZ 04-269188**

*Please fax this form back to Janet Lee at fax: (604-276-4052).*

Prior to final adoption of Zoning Amendment Bylaw 7755, the developer is required to complete the following requirements:

1. Ministry of Transportation approval.
2. Agricultural Land Commission approval required for exclusion of properties from the Agricultural Land Reserve.
3. Purchase of City property (12000 Steveston Highway) at fair market value.
4. Legal requirements, specifically:
  - a. Road dedication along the entire No. 5 Road and Steveston Highway frontages, with applicable DCC credits for No. 5 Road, including the required road frontage upgrade and land requirements.
  - b. Registration of a cross access agreement allowing access to/from the future development site to the south (11120 No. 5 Road) and to the east (12060 Steveston Highway).
5. Development requirements, specifically:
  - a. Consolidation of all the lots into one or more development parcels (which will require the demolition of the existing dwellings).
  - b. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
  - c. A minor Traffic Analysis is required to:
    - i. confirm the feasibility and improvements for a full movement access in line with Ironwood's driveway as well as a right-in, right-out only access to the north;
    - ii. assess the impact of the proposed development on the surrounding road network, including operation of the lane, and provide recommendations on road and traffic improvements on No. 5 Road from Steveston Highway to Riverside Way; and how pedestrian movements can be accommodated between Ironwood Mall and the subject development;
    - iii. carry out a parking supply and demand analysis, if a parking variance is ultimately requested; and
    - iv. prepare a functional design for No. 5 Road improvements from Steveston Highway to Riverside Way.
  - d. Enter into a Servicing Agreement\* for:
    - i. the off-site improvements along No. 5 Road for the frontage of the subject properties only, which include: pavement widening to extend the northbound right turn lane (3.7 m), 2 m wide concrete sidewalk and 1.5 m wide grassed and trees boulevard.

\* Note: This requires a separate application.



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**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 7753 (RZ 04-269188)  
11000, 11020, 11040, 11080, 11100 No. 5 Road and  
12000 Steveston Highway**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation in Attachments 1 and 2 to Schedule 1 thereof of the following area and by designating it “Commercial”.

P.I.D. 003-484-203

Lot 17 Section 6 Block 3 North Range 5 West New Westminster District Plan 49503

P.I.D. 004-211-057

Parcel “A” (Reference Plan 8424) of Parcel “C” (Reference Plan 4199) Section 6 Block 3 North Range 5 West Except: Part Subdivided by Plan 49503 New Westminster District

P.I.D. 013-063-171

Parcel “A” (Reference Plan 11198) of Part 0.25 Acre (Reference Plan 10083) and of Lot 1 Plan 9298 of Section 6 Block 3 North Range 5 West New Westminster District

P.I.D. 007-986-092

Lot 1 Except: Part Included in Parcel “A” (Reference Plan 11198) Section 6 Block 3 North Range 5 West New Westminster District Plan 9298

P.I.D. 011-431-083

Lot 2 Section 6 Block 3 North Range 5 West New Westminster District Plan 9298

P.I.D. 024-665-282

Lot 3 Section 6 Block 3 North Range 5 West New Westminster District Plan LMP44576

2. Richmond Official Community Plan Bylaw 7100 is amended by replacing the Development Permit Area Map in Schedule 2.8A (Ironwood Sub-Area Plan) with the map shown as “Schedule 1 attached to and forming part of Bylaw No. 7753”.



3. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7753”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

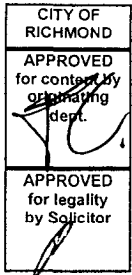
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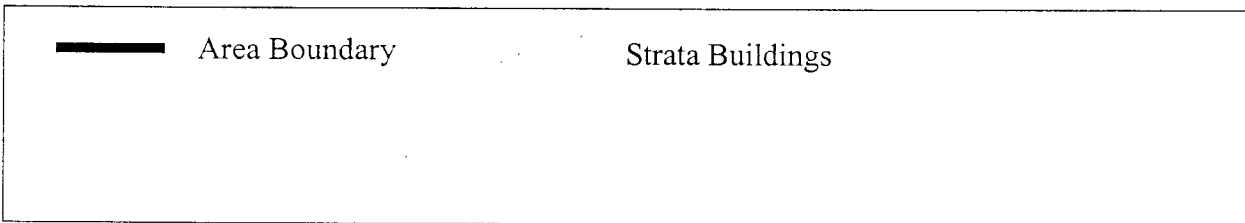
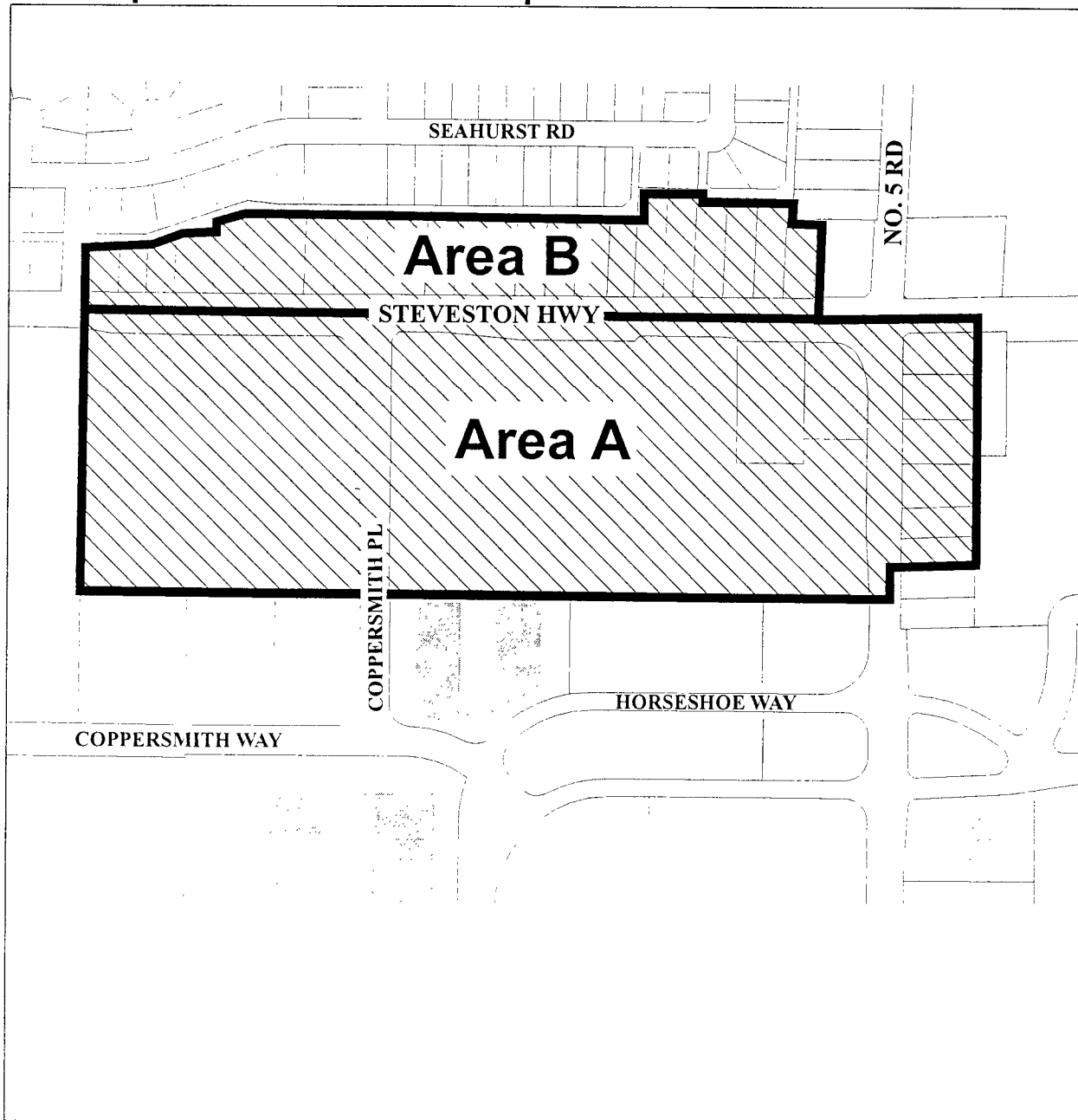


\_\_\_\_\_  
MAYOR

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

City of Richmond

### Development Permit Area Map





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**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7755 (RZ 04-269188)  
11000, 11020, 11040, 11080, 11100 NO. 5 ROAD AND  
12000 STEVESTON HIGHWAY**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **AUTOMOBILE-ORIENTED COMMERCIAL DISTRICT (C6)**.

P.I.D. 003-484-203

Lot 17 Section 6 Block 3 North Range 5 West New Westminster District Plan 49503

P.I.D. 004-211-057

Parcel "A" (Reference Plan 8424) of Parcel "C" (Reference Plan 4199) Section 6 Block 3 North Range 5 West Except: Part Subdivided by Plan 49503 New Westminster District

P.I.D. 013-063-171

Parcel "A" (Reference Plan 11198) of Part 0.25 Acre (Reference Plan 10083) and of Lot 1 Plan 9298 of Section 6 Block 3 North Range 5 West New Westminster District

P.I.D. 007-986-092

Lot 1 Except: Part Included in Parcel "A" (Reference Plan 11198) Section 6 Block 3 North Range 5 West New Westminster District Plan 9298

P.I.D. 011-431-083

Lot 2 Section 6 Block 3 North Range 5 West New Westminster District Plan 9298

P.I.D. 024-665-282

Lot 3 Section 6 Block 3 North Range 5 West New Westminster District Plan LMP44576

2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7755**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION  
APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

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CITY OF RICHMOND
APPROVED for content by originating dept. <i>UB</i>
APPROVED for legality by solicitor <i>[Signature]</i>

\_\_\_\_\_  
MAYOR

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